



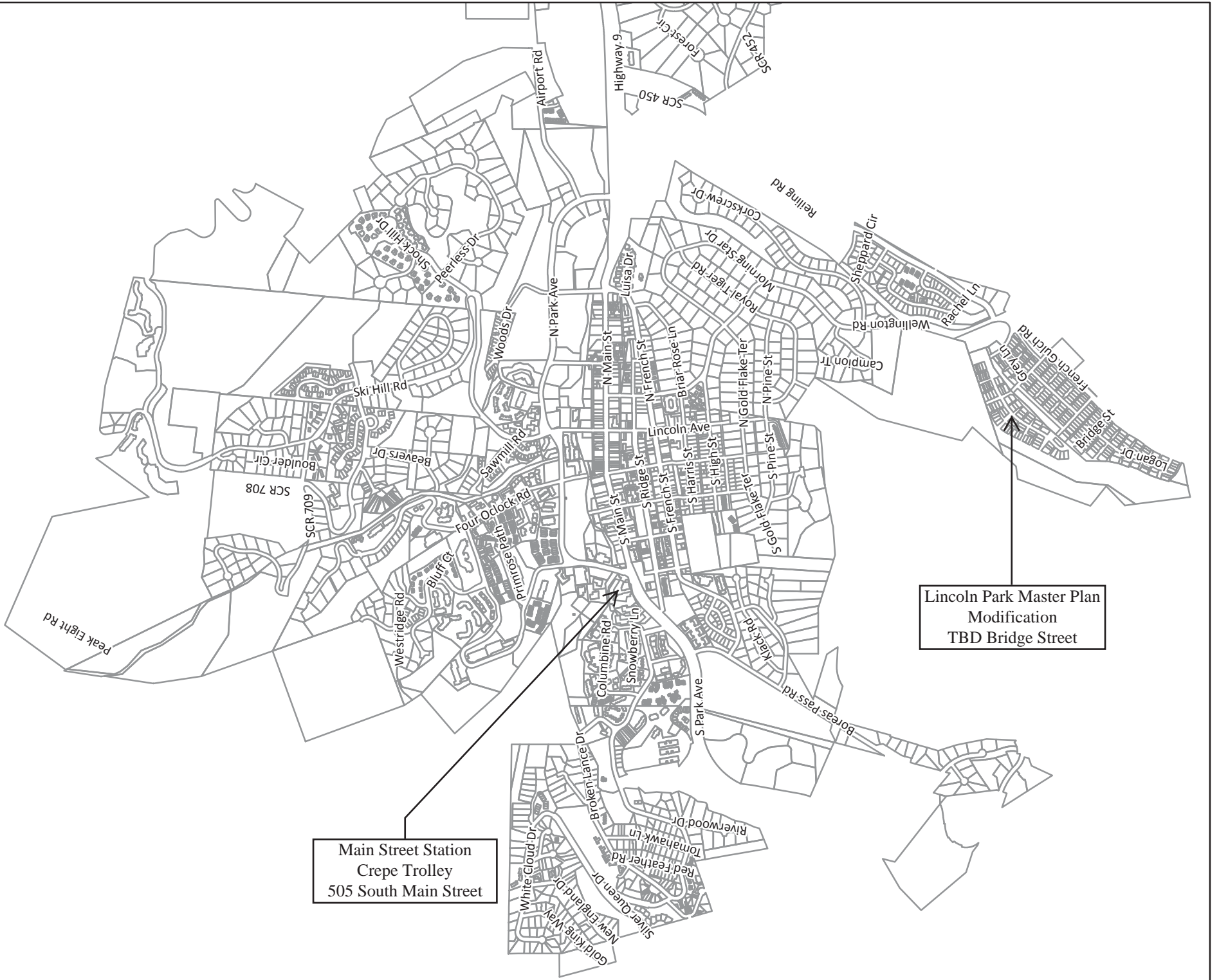
**PLANNING COMMISSION AGENDA**

Tuesday, February 07, 2017  
Breckenridge Council Chambers  
150 Ski Hill Road

<b>6:00pm</b>	<b><i>Call To Order Of The February 7 Planning Commission Meeting; 6:00 P.M. Roll Call</i></b>	
	<i>Location Map</i>	<b>2</b>
	<i>Approval Of Minutes</i>	<b>3</b>
	<i>Approval Of Agenda</i>	
<b>6:05pm</b>	<b><i>Consent Calendar</i></b>	<b>7</b>
	1. Lincoln Park Master Plan Modification (JP) PL-2016-0617; TBD Bridge Street	
<b>6:15pm</b>	<b><i>Town Council Report</i></b>	
<b>6:30pm</b>	<b><i>Combined Hearings</i></b>	<b>31</b>
	1. Main Street Station Crepe Trolley (MM) PL-2017-0009; 505 South Main Street	
<b>7:15pm</b>	<b><i>Development Code Steering Committee Update</i></b>	
<b>7:30pm</b>	<b><i>Adjournment</i></b>	

For further information, please contact the Planning Department at 970/453-3160.

**\*The indicated times are intended only to be used as guides. The order of projects, as well as the length of the discussion for each project, is at the discretion of the Commission. We advise you to be present at the beginning of the meeting regardless of the estimated times.**



Main Street Station  
 Crepe Trolley  
 505 South Main Street

Lincoln Park Master Plan  
 Modification  
 TBD Bridge Street



# Breckenridge South

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## PLANNING COMMISSION MEETING

The meeting was called to order at 6:00 pm by Chair Schroder.

### ROLL CALL

Mike Giller	Christie Leidal	Gretchen Dudney
Jim Lamb	Steve Gerard	Dan Schroder
Ron Schuman (arrived at 6:38pm)		

### APPROVAL OF MINUTES

With no changes, the January 3, 2017, Planning Commission Minutes were approved as presented.

### APPROVAL OF AGENDA

With no changes, the January 17, 2017, Planning Commission Agenda was approved.

### WORKSESSIONS:

1) Lincoln Avenue Restaurant (CK) PL-2017-0006, 112 Lincoln Avenue

Mr. Kulick presented. Mr. Jon Gunson, Custom Mountain Architects, who is present this evening, is designing a new restaurant building at 112 Lincoln Avenue. The proposed project site is the 2,678 sq. ft. vacant parcel in between the Salt Creek Restaurant and the Blue Front Bakery Building. The proposal is for one, two-story building with a basement containing a total of 2,678 sq. ft. of restaurant space. The recommended density is 1:1 FAR allowing for 2,678 sq. ft. which is being met. The purpose of the work session is to get input from the Planning Commission on the general direction of the project and determine if you are comfortable with Staff's initial interpretation of policies. Staff has identified key components of the proposal and policies needing direction.

Policy 24 (Relative) Social Community: Staff would like feedback on whether sandstone as the primary material and the use of metal cornice and trim detail is acceptable under this policy. Mr. Gunson contends since there are several Town approved buildings within the core commercial area that have used stone or brick as a primary building material, there is precedent for these material applications and therefore this application should not be subjected to negative points under Policy 5/R. Staff believes that since there is clear direction in the Hand Book of Design Standards, that masonry should not be the primary building material.

Staff would like Planning Commission input on the specific policy questions and would also look for any additional code related comments or concerns before this project moves forward to a preliminary hearing.

1. Did the Commission believe Design Standard 225 has been met with the proposed use of sandstone as the primary building material?
2. Did the Commission believe Design Standard 228 has been met in regards to the proposed metal cornice and trim detail?
3. Did the Commission have any additional comments on the proposed project design?

### *Commissioner Questions / Comments:*

Ms. Dudney: Did the new Elk Building (next to the Gold Pan) have a limit of how much sandstone should be on the bottom? I believe they wanted more but we said no. (Mr. Mosher: It was limited as this character area is residential. As such any stone was historically used as foundation. It was decided as a commercial use abutting a commercial character area that the stone could be used as an 18-inch tall wainscot.) (Mr. Kulick: That building reduced the amount of stone but it was in a different character area with a residential style.) How did the Planning Commission treat the Rounds Building (137 S. Main St.) and 122 S. Main St. and the use of sandstone there? (Mr. Kulick: The Commissioners were supportive of sandstone on both projects.) (Mr. Grosshuesch: This building also garnered extra discussion amongst the Planning Commission during its review. It was finally allowed.)

- Mr. Giller: What makes this building compatible in Character Area 6, Commercial Core? (Mr. Kulick: Large first-story store front windows, recessed entry, small 2<sup>nd</sup> story windows, kickplate, transoms, and the building's general ornamentation.) The size and shape of the materials is in question? (Mr. Kulick: Yes. The general form of the building we are comfortable with, now we are looking at the design specifics. The project has come a long way; Mr. Gunson has been very receptive to our comments. The original design was not compatible with priority policies of the Handbook of Design Standards.) (Mr. Gunson: First page of the guidelines for a new building states that new buildings should not be replication of old buildings, and should not be mistaken as an old building. The Centennial Bank building next door, for instance, is seen often by tourists as a historic building even though it isn't. The cornice I am proposing and other features contribute to the streetscape. I designed the proposed building as a modern interpretation that fits in with the neighborhood.)
- Ms. Dudney: Why all stone on the façade? (Mr. Gunson: It is an attractive medium; the stone is indigenous to the area and was used historically.) Do you disagree with the design standard 225? (Mr. Gunson: I don't understand why it is in the guidelines when there are many buildings in town, historic and non-historic, that do not follow the 225 guidelines.) How many negative points is design standard 225 subject to? (Mr. Kulick: Staff would suggest negative three (-3) or negative six (-6) points.)
- Mr. Schroder: I am struggling with the material choice. The plan and shape are sound. Code says to avoid this material but it hasn't been followed in some past approvals. How did that come about? (Mr. Grosshuesch: The Planning Commission allowed it on those buildings after a great deal of deliberation.)
- Ms. Dudney: The issue to me is the use of Sandstone on the second floor; it is not Code compliant.
- Mr. Gerard: How are you going to color the beams? (Mr. Gunson: They will be painted as if it was wood but won't deteriorate as rapidly as wood.)
- Ms. Leidal: It doesn't meet several historic standards; too much sandstone on second floor; cornice and archway is a concern; the solid to void and shape of the windows do not meet historic standards. The building is beautiful though.
- Ms. Dudney: Positive about contemporary elements. Like that it's recognizable as new building. Like cornice; no issue with solid to void. Do prefer to see the lap siding on the upper level.
- Mr. Lamb: Lap siding looks bad. Solid to void: windows inconsistent to neighbors. Don't like it but there is clearly precedent for stone. Like the cornice.

Mr. Schroder opened the worksession to public comment. There was no public comment and the worksession was closed.

*Final Commissioner Comments:*

- Ms. Dudney: The proposed does not comply with design standard 225 and could be awarded negative points but complies with 228, I like the contemporary details. If negative points are applied to policy 225, take into account the amount of lap siding on the sides of the building. Solid to void and arched windows OK on second story.
- Mr. Lamb: Meets the intent of 225 and 228 but solid to void should be looked at. Arched upper windows are OK.
- Mr. Schuman: Meets the intent of 225 and 228 but solid to void should be looked at. Not all metal detailing is appropriate. Re-visit the cornice and arched opening.
- Ms. Leidal: Nice building but the materials and detailing are not appropriate for this character area. Does not comply with design standards 225 and 228 because of the excessive sandstone and open cornice metal detail. The second story solid to void ratio is a concern.
- Mr. Giller: Combination of material and its cumulative effect makes the overall building appear too heavy for its size. Use more restraint and refinement and design standards 225 and 228 can be met.

- Mr. Gerard: Precedence doesn't always fit our design standards. Sandstone is suitable trim, but design standard 225 does not allow it on the top floor of the building. The metal as it relates to design standard 228 works and I like the use of the metal but I don't think the open cornice meets that standard.
- Mr. Schroder: It is a beautiful building but our job is to interpret code. 225 is not being met with this much stone. I like the metal but don't think the open cornice meets design standard 228. Additionally, the second story windows are too large to meet the solid to void ratio.
- Mr. Gunson: Mr. Giller did you like the use of metal?
- Mr. Giller: Yes, but it needs refinement as it is designed. Currently the totality of the project is too heavy.

#### **TOWN COUNCIL REPORT:**

Mr. Grosshuesch presented. Council had the non-profit grants award ceremony. Usually 15 or more organizations are recognized at the meeting. Sign Ordinance for signs on public property was approved. The Dipping Station landmarking was approved. Solid waste collection ordinance (require trash companies to dump at the county land fill) was discussed, and pulled from the agenda because one of the haulers pointed out that the landfill is not open on weekends and they have no other place in the County to take it. The watershed protection MOU with the USFS was approved. The Recreation Center renovation and budget was discussed. Development Code amendment changes were reviewed and favorably received. The Code Committee was directed to review snow melt policy. There will be a Town Council retreat on February 14th.

#### **TOWN PROJECT HEARINGS:**

Town of Breckenridge Recreation Center Expansion (CK) PL-2017-0004, 857 Airport Road

Mr. Kulick presented a proposal to construct a Town owned 16,894 sq. ft. indoor tennis center, one additional outdoor tennis court, and add 8,116 sq. ft. of additional floor space within the existing Recreation Center building. Also present were Mr. Scott Reid, Director of Recreation for the Town of Breckenridge, Mr. Randy May, Owner's Representative for the project, and Mr. Chris Kastelic, Sink, Combs Dethlefs, Architects.

Negative points are incurred for:

- Policy 6/R Building Height:
  - Negative six (-5) points as the building height exceeds the land use guidelines, but is no more than one-half (1/2) story over the land use guidelines recommendation.
  - Negative one (-1) point as the building has a continuous ridgeline greater than 50'.
- Policy 5/R Architectural Compatibility: Negative six (-6) points due to the building using 100% non-natural materials on all elevations.

Positive points are awarded for:

- Policy 24/R Community Need: Positive three (+3) points for meeting a Council Goal.
- Policy 20/R Recreation Facilities: Positive six (+6) points for the magnitude of the project and 100% of the project providing expanded public recreation facilities.
- Policy 26/R Infrastructure: Positive four (+4) points for providing recreational facility improvements that are identified under LUD 3's capital improvement needs and in the Town's 2017 Capital Improvement Plan.

This is a Town Project pursuant to the ordinance amending the Town Projects Process (Council Bill No. 1, Series 2013). As a result, the Planning Commission is asked to identify any Development Code policies that the application does not comply with and make a related recommendation to the Town Council.

Planning Staff suggested that the Planning Commission recommend the Town Council approve the Recreation Center Expansion / Remodel and Indoor Tennis Building located at 857 Airport Road, PL-2017-0004, with a passing point analysis of positive one (+1) point and the presented Findings.

Mr. Schroder opened the hearing for public comment. There was no public comment and the hearing was closed.

*Commissioner Questions / Comments:*

- Mr. Schroder: Proposed parking access from the west? Where is the front door compared to parking? (Mr. Kulick: Explained the front door location planned for the south façade of the building.)
- Mr. Schroder: Parking lot; will it be congested? Have we looked at other problem parking lots, such as Rainbow Park? (Mr. Grosshuesch: The design features standard dimensions for a parking lot and shouldn't cause a problem.) (Mr. Reid: The tennis courts have a limited capacity and therefore the lot will rarely will be at capacity.)
- Mr. Giller: Should you have more landscaping to help screen a building of that scale? (Mr. Kulick: There is a significant tree buffer along Airport Road along with many mature trees internally that were planted prior to the Rec Center over 35 years ago.)
- Ms. Dudney: Where will people be parking? Will they use the regular lot as well? (Mr. Kastelic: Peak hours may see the lot fill but it will be rare. Snow storage stall will be useable in summer.)
- Mr. Schuman: Will 18 spots be enough? You will also have people at the playground Parking there.

Mr. Schuman recommended that the Town Council approve the Recreation Center Expansion/Remodel and Indoor Tennis Building, PL-2017-0004, 857 Airport Road, with a passing point analysis of positive one (+1) point and the presented Findings. Mr. Lamb seconded, and the motion was carried unanimously (7-0).

**OTHER MATTERS:**

- 1) Class C Subdivisions Approved Q4, 2016 (JP) (Memo Only)
- 2) Class D Majors Approved Q4, 2016 (JP) (Memo Only)

*Commissioner Questions / Comments:*

No questions.

**ADJOURNMENT:**

The meeting was adjourned at 7:41pm.

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Dan Schroder, Chair

## Planning Commission Staff Report

**Subject:** Lincoln Park at the Wellington Neighborhood Phase II, Master Plan Minor Modification (8th Master Plan Amendment of Wellington Neighborhood Master Plan, 1<sup>st</sup> modification of Lincoln Park Master Plan)  
(Class C; PL-2016-0617)

**Proposal:** A proposal to amend the approved Lincoln Park at the Wellington Neighborhood Phase II, Master Plan Modification (PC#2014038) with a minor master plan modification. Primary modifications include the removal of bus stops on Bridge Street, detail on the one-lane/two-way bridge added, slight shift of Bridge Street alignment in Phase 4, four unit model changes in Phase 3 & 4, and changes to the master plan notes for clarification on Carriage Houses and Bonus Rooms. There is no change in the previously approved density or uses.

**Date:** January 25, 2017 (for meeting of February 7, 2017)

**Project Manager:** Julia Puester, AICP, Planning Manager

**Applicants/Owner:** David O’Neil, Poplar Lincoln Park, LLC, Tom Wolff, Wolff Lyon Architects

**Address:** TBD Bridge Street

**Legal Description:** Lots 1, 2, 3 and 4, Block 6, Wellington Neighborhood

**Site Area:** 63 acres (2,744,280 sq. ft.) – 13.9 acres for Wellington Phase II of Lincoln Park  
(3 acres for Phase 3 & 4 Lincoln Park)

**Land Use District:** 16: Residential: Primarily affordable housing with a mixture of free market units not to exceed 25% of the overall number of units. (4 UPA maximum)  
Commercial: “Live-work” commercial appurtenant to the residential neighborhood. The Wellington Neighborhood Master Plan and Annexation Agreement restrict the free market units to no more than 20%.

**Site Conditions:**

**Northeast:** There is the existing Wellington Neighborhood (Phase I and a portion of Phase II), largely undeveloped land across French Creek Road, the trailhead to the Gold Run Gulch trail, National Forest Land, and a single family residence

**Southeast:** French Creek Valley, National Forest, scattered single-family homes and the Country Boy Mine

**Southwest:** Three homes from the Breckenridge Heights Subdivision (two of the homes are accessed from an easement on Stables Drive), the Breckenridge Stables, and the Town Storage and Solar Garden

**Northwest:** Vista Point and Gibson Heights Subdivisions, and the Little Red School House Day Care

**South:** A 150-foot wide XCEL utility easement lies along the south of the property for the existing overhead power lines

**Density:**

Per Phase I Master Plan	122 SFEs
Per Phase II Master Plan	160 SFEs
Lincoln Park (part of Phase II Master Plan):	78 SFEs (no change)

## Item History

### Wellington Neighborhood

Originally presented to Town Council in 1998 for annexation review, the Wellington Neighborhood was created as a ‘new urbanism’ neighborhood with smaller lots, reduced building setbacks, and detached garages off alleys. (To date 204 homes have been constructed.) The benefits of this type of design are (per the Applicant):

- improved walkability,
- vehicular and pedestrian connectivity,
- quality of life,
- lower infrastructure costs,
- and better connections to public transit.

To achieve this design concept the Town Council agreed that with the annexation and to aid the development of affordable workforce housing, to provide sizable subsidies to the Applicant’s proposal as follows:

- providing 278 SFEs of the density (except the 4 SFEs that already existed on the property) for the deed-restricted and market rate housing units,
- waiving all annexation, planning, and building, and water tap fees for all of the deed-restricted properties, and,
- as part of the 1999 Annexation Agreement, providing variances and waivers to many of the Engineering, Street, and Subdivision standards in association with the original design concepts of the Wellington Neighborhood in reliance on this vision plan being constructed for workforce housing.

### Lincoln Park, Part of the Wellington Neighborhood

Lincoln Park follows the concept and settlement patterns of the original Wellington Neighborhood. There have been 7 previous amendments to the Wellington Neighborhood Master Plan, most recently, what is now known as the Lincoln Park Master Plan, which consists of a mix of 78 deed restricted and market rate homes. (To date 22 homes of the 78 have been occupied.)

The Planning Commission approved the Lincoln Park Master Plan on April 7, 2015. The Town Council approved the plan after a de novo hearing on April 28, 2015 with changes to the findings and conditions with regard to subdivision improvement and project phasing.

Staff has classified this application as a minor master plan modification per Development Code Section 9-1-19-39A (L)(2):

*A minor master plan amendment is an amendment made to a master plan for the purpose of correcting an error, updating a master plan to reflect as built conditions, or making other changes to the master plan which do not involve the reallocation of density, a change in or addition to approved uses, a change in an approved phasing sequence, or circulation. A major master plan amendment is any master plan amendment which is not a minor master plan amendment. Master plan amendments shall be classified as provided in the definitions of "class A development" and "class C development" in section [9-1-5](#) of this chapter, and processed accordingly. (Ord. 1, Series 2014).*

Section 9-1-5(F) further states, *CLASS C DEVELOPMENT: Any development which includes any of the following activities or elements: Minor amendment to a master plan pursuant to section [9-1-19-39A](#), subsection L, of this chapter.*

As this proposal does not include any changes which would alter uses, density, phasing sequence or circulation, this minor master plan modification is being processed as a Class C application. No public hearing is required for a Class C application. However, staff has received two written public comment from residents of Bridge Street in the



Wellington Neighborhood and Lincoln Park which has been attached for the Planning Commission review and for the record.

### **Changes Proposed from the Approved 2015 Lincoln Park Master Plan**

- The vehicular bridge connection has been identified as a 15-foot wide, approximately 55-foot long one-lane vehicular bridge which will serve bidirectional traffic. Vehicular safety pull-outs and adequate signage on each side of the bridge will be required as part of the subdivision improvements in Phase 4 of the development plan.
- The 5-foot sidewalk along the Lincoln Park side of Bridge Street stops at the north side (Lincoln Park side) of the vehicular bridge. (Note: There are no sidewalks in the Wellington Neighborhood except in Greens)
- The allowed maximum 9-foot tall plate height for a single or double car garage has been raised from 9-feet to 10-feet.
- The bus stop on Bridge Street in Lincoln Park and the second bus stop on Bridge Street in the Wellington Neighborhood have been removed. A finding (#8) has been added to the Findings and Conditions with regard to removal and/or reinstatement of bus service.
- Bridge Street, as shown in the illustrative plan for Phase 4, has been shifted approximately 10-feet to the southeast to move houses along the creek away from the floodplain.
- Lot dimensions in Phase 3 and 4 were adjusted to accommodate the new alignment of Bridge Street.
- Four of the home types were changed in Phases 3 and 4.
- The landscaping count has increased by 58 evergreen trees and 107 deciduous trees across the four phases of the property as many of the units have undergone Planning Department approval (Class D major applications) and required or will require additional screening as well due to the bus pull out removal and shift of the roadway.
- Plat notes have been modified to clarify and further define carriage houses and bonus rooms.
- Phase 4 note calls out a single lane bridge.

### **Staff Comments**

As this application represents the 8th modification to the Wellington Neighborhood Master Plan, the 1<sup>st</sup> modification to the Lincoln Park Master Plan Staff has not included discussion of Development Code policies that are not impacted by any proposed changes.

The following applicable policies are not discussed as they have been addressed with the previously approved master plan development permit:

Land Use (Policies 2/A & 2/R); Density/Intensity (3/A & 3/R)/Mass (4/R); Architectural Compatibility (5/A & 5/R); Building Height (6/A & 6/R); Site and Environmental Design (7/R); Snow Removal And Storage (13/R); Social Community / Employee Housing (24/A & 24/R); Utilities Infrastructure (26/A & 26/R; 28/A); Drainage (27/A & 27/R).

#### **Access / Circulation (16/A & 16/R; & 17/A):**

*16/A - A. Emergency Access: All developments shall provide adequate access for emergency vehicles and for those persons attempting to render emergency services.*

*16/R - Pedestrian Circulation: Whenever appropriate to the type and size of the development, the inclusion of a safe, efficient and convenient pedestrian circulation system is encouraged. The provision of pedestrian circulation areas adjacent to and at the same level as adjacent sidewalks is strongly encouraged.*

*17/A - D. Pedestrian Circulation: Development and installation of pedestrian systems which integrate with existing and future town pedestrian systems and with the systems of adjacent developments is required. This will include the provision of sidewalks, where required, and the provision of pedestrian walkways pursuant to the town trails plan. (Ord. 17, Series 1996)*

Also Per the **Subdivision Standards:**

*3. Topography and Arrangement:*

*f. - Where the Town determines the street pattern for a proposed development should connect to an existing, proposed or previously laid out street or right of way, the Town may require the extension and construction of the street or right of way by the subdivider to assure a safe, efficient circulation system.*

*4. Location of Roads and Dead End Roads:*

*a. - Arrangement of Roads: The arrangement of streets shall provide for the continuation of existing or proposed streets between adjacent properties when such continuation is necessary for convenient movement of traffic, effective fire protection, efficient provision of utilities, and/or where such continuation is compatible with the Breckenridge Comprehensive Plan.*

**Vehicular Connections**

With the submitted vehicular and pedestrian connections, Staff believes the proposed modification to the 2015 Master Plan will ultimately be in keeping with the intent of the Development Code. Additionally, it abides with the neighborhood concept presented to the Town Council with the original annexation request in 1999. Staff supports the proposed one-lane, two-way bridge.

At the 2015 Lincoln Park master plan modification hearing, there were resident concerns over possible traffic impacts along Bridge Street such as Town bus service to the existing neighborhood and added vehicular traffic. Neighbors expressed concerns about safety and noise impacts of continuous transit (Town bus) service.

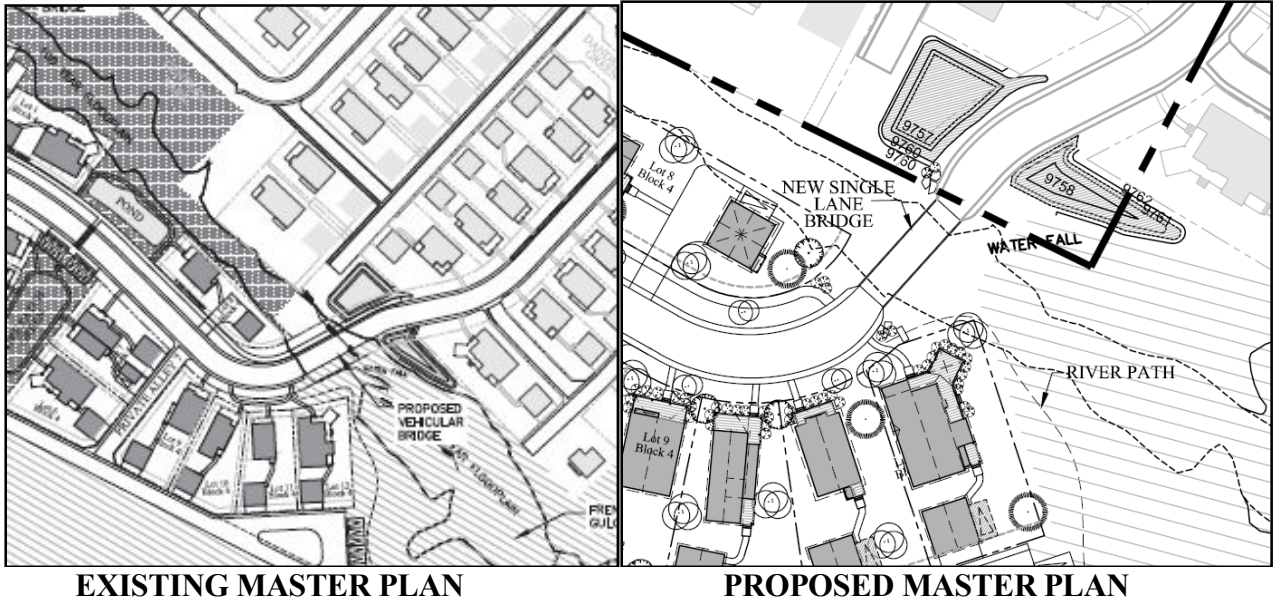
With this master plan modification, the applicant has proposed a narrowed one-lane vehicular bridge measuring 15-foot wide rather than a typical 26 foot wide bridge as approved for Lincoln Park in 2015 (see comparison depiction below).

This narrow width allows for traffic calming at the neighborhood bridge connection which would require drivers to pull off to the side, stopping or slowing down for any oncoming vehicles or pedestrians. Engineering staff is supportive of the proposed vehicular bridge as designed. Red, White and Blue Fire Department are also supportive of the design. Detail on this connection will be reviewed by the Engineering Department with the Subdivision submittal in Phase 4.

Per Engineering, the vehicular bridge will be a minimum 15' clear width to meet AASHTO guidelines for "one-lane bridges" on local roads with low average daily travel (ADT) which was determined by a traffic study with the 2015 approval. The bridge rail and pedestrian handrail will need to be placed and shall be installed outside this 15' dimension. The bridge is considered a fully traffic rated bridge and shall meet all required CDOT traffic loading guidelines.

Staff is supportive of this added measure to calm the traffic with this minor master plan modification.

## VEHICULAR BRIDGE CONNECTION



EXISTING MASTER PLAN

PROPOSED MASTER PLAN

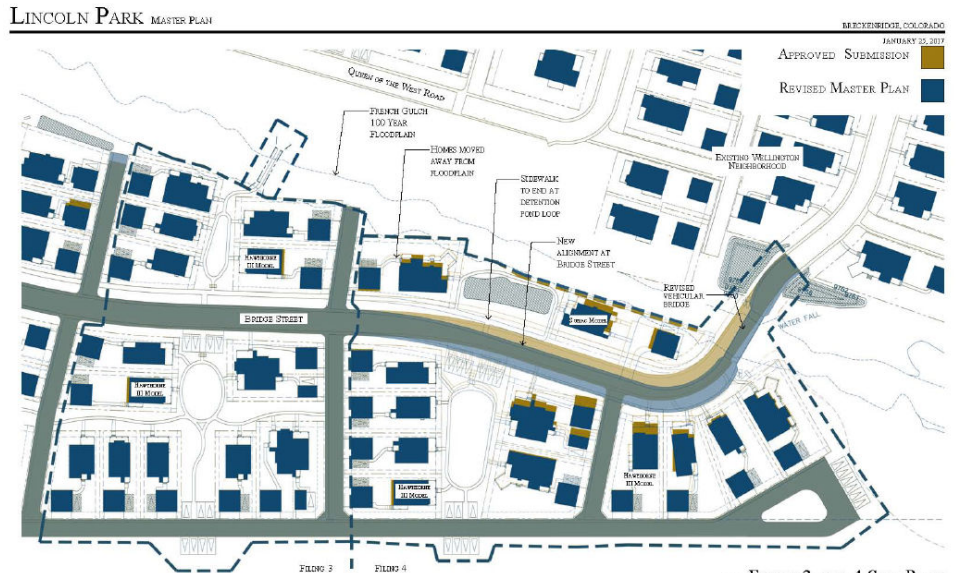
### Pedestrian Connections

Including the vehicular bridge, there are four ways for pedestrians to cross French Creek. The pedestrian connections have not changed from the previous master plan, although the sidewalk was removed from the vehicular bridge to create a narrow bridge. There are no sidewalks on the Wellington Neighborhood side of French Creek for the sidewalk to connect to, but the sidewalk is continuous along Bridge Street in the Lincoln Park neighborhood. The change proposed with this minor master plan amendment is that the sidewalk does not continue across the vehicular bridge.

Staff is supportive of the proposed vehicular connection and notes that the extension and continuation of the existing right of way and the three foot bridges across French Creek are unchanged with this minor master plan amendment and are consistent with the previously approved Master Plans. Staff has no concerns.

### Bridge Street and Home Alignment (See adjacent diagram):

Due to the most recent floodplain mapping, Bridge Street and 6 homes and/or garages have been shifted approximately 10 feet to the southwest. The shifted road alignment and homes are depicted in the abutting diagram. The location of the approved 2015 road alignment is shown in tan and the proposed realignment is shown in blue. The four home types that are being changed are also depicted with labels in Phase 3 and 4 meet the setbacks per the



existing master plan. Staff has no concerns with these changes.

### **Phasing:**

There are 4 previously approved phases for the build-out of Lincoln Park. As Lincoln Park is currently under construction, with this writing, the Phase 1 improvements have been completed and the Phase 2 improvements are close to completion. Phase 2 will have the Vern Johnson Park to complete prior to the issuance of the last Certificate of Occupancy for that phase. Staff has already approved and issued the development permit for this park which should be complete in the spring of 2017. There is no change to the order of the phasing proposed however to reflect the changes in this 8th minor Master Plan amendment, some changes have been made to correspond to the Phase 4 note, **staff comments follow each note in bold.**

*Phase 4 will include the right-of-way and other improvements shown within Block 4. Also to be completed in Phase 4 will be construction of the single lane vehicular bridge at Bridge Street. The Central Park pedestrian bridge connecting Lincoln Park to Central Park will also be completed as part of Phase 4. Both pedestrian and single lane vehicular bridge will be completed at the time 50% of units in Phase 4 have received Certificates of Occupancy. Trails will also be completed during Phase 4.*

***Staff Note: Language reflects the following: 1) detail added for a single lane bridge (previously referred to a vehicular bridge with no dimension) and 2) the pedestrian and vehicular improvements will be made once 50% of units in Phase 4 receive Certificates of Occupancy (CO) rather than being tied to the last CO.***

This phasing has not changed from the approved master plan, just detail with regard to the type of bridge and that 50% of Certificates of Occupancy need to be received as the trigger to complete the vehicular and pedestrian bridge (rather than the last CO as in the original Master Plan). All will need to be reviewed with Planning, Transit, Emergency Services and Engineering. Staff has no concerns.

**Transit (25/R):** Transit service was previously represented in the Lincoln Park Master Plan modification with a bus stop in Phase 2 of Lincoln Park along Bridge Street as well as on Bridge Street in the Wellington Neighborhood. At the 2015 final hearing at Planning Commission and the de novo hearing with Town Council, there was public concern over any transit service coming down Bridge Street and the resulting impacts; such as noise, traffic, and child safety.

During the public hearing, the Town Council discussed with the developer and the residents possibly alleviating these concerns. Staff has since worked with the developer on eliminating the bus stops and reaching an agreement with a Finding (attached in the Findings and Conditions #8), which states:

*“At the time of the issuance of this permit it is not the intention of the Town to add Town provided bus service on Bridge Street in the foreseeable future. However the parties recognize that the decision to change the Bridge Street bus service belongs solely to the Town, and that at some point in the future changes to the Bridge Street bus service may be contemplated by the Town. If the Town contemplates changing the Bridge Street bus service, the Town will do so only after a public process in which the residents of Wellington Neighborhood, including Lincoln Park, are given notice through the Wellington Neighborhood Association and an opportunity to appear and voice any concerns they may have with or support of the proposed change in the bus service.”*

This Finding has been reviewed by Planning, Engineering, Public Works and Transit Staff and has no concerns.

**Master Plan Notes (39/A):** Property owners in the Wellington Neighborhood and Lincoln Park, the developer and Town Staff have shared difficulties interpreting the Master Plan Notes related to Carriage Houses and Bonus Rooms in both neighborhoods. Staff notes that Carriage Houses are full apartments, and these

independent living spaces and are allowed only with Market Rate Homes. With this application, the master plan notes regarding these definitions have been rewritten.

*MASTER PLAN NOTES: (changes since the submittal are in bold red)*

1. As provided in the Amendment to Annexation Agreement (Rec.#817872) , as amended, (“Annexation Agreement”) and the Employee Housing Restrictive Covenants (“Covenants”) for Wellington Neighborhood: approximately 80% of the total units are subject to restrictions providing a local occupancy, an owner occupancy requirement and resale price limitations; and approximately 20% of the total units, not to exceed 32 pursuant to the terms of the Annexation Agreement, may be converted to market rate units and sold without restrictions, subject to satisfaction of certain conditions provided for in the Annexation Agreement and Covenants.

2. Property within Lincoln Park at the Wellington Neighborhood Phase II shall be used and developed consistent with the Master Plan for the Lincoln Park at the Wellington Neighborhood Phase II, as amended, and all applicable provisions of the Town's District #16 Land Use Guidelines, and the Town's Development Code to the extent not inconsistent with the Master Plan.

3. Allowed density and mass within the Master Plan for Lincoln Park at the Wellington Neighborhood Phase II shall be restricted to the following maximum square footage (with an SFE referring to a "single family equivalent"):

-Single Family Residential SFE:

Small Lot Single Family SFE: Maximum density of 2,250 sq. ft. per SFE

Large Lot Single Family SFE: Maximum density of 3,600 sq. ft. per SFE or .65 to 1 FAR, whichever is less.

-Double House (duplex) SFE: Maximum density of 1,600 sq. ft. per SFE (per individual unit)

-Multifamily (triplex) SFE: Maximum density of 1,200 sq. ft. per SFE (per individual unit)

All single family lots shall be considered "Small Lot Single Family SFEs". Notwithstanding, if at the time of issuance of a certificate of occupancy a) the density of the improvements on a lot is in excess of 2,250 square feet or b) the developer designates the lot as a "market rate lot"; then, in either event the lot shall be designated a "Large Lot Single Family SFE". The number of lots designated Large Lot Single Family SFEs shall not exceed 40.

a. All residential units shall be allocated "Mass" in accordance with the provisions of the Town's Development Code based on unit type.

b. Carriage Houses (as defined with a full size kitchen with range/oven) may be allowed above garages, on market rate lots, if the total density of the Carriage House and the primary structure does not exceed that allowed for the lot on which the Carriage House is located, the Carriage House is kept in the same ownership as and cannot be separated in any manner from the ownership of the primary structure, and a minimum of one additional parking space is provided on-site for exclusive use of the Carriage House. Carriage House exterior dimensions (excluding exterior stairs, porches and eaves) shall not exceed 24' x 24' of site area. Carriage Houses are allowed a maximum of a 12' lower level sidewall plate height. Where there are four or more market rate homes in a row along an alley, no more than 50% of those homes may have a Carriage House and there may be no more than 2 Carriage Houses in a row, unless approved by Planning Commission.

c. Both deed restricted and market rate lots are permitted a garage and Bonus Room above the garage. Bonus Rooms are not permitted to have kitchen facilities or 220 volt electric service or natural gas service as a Bonus Room may include a sleeping area and bath. ~~but may not be a separate living area.~~ All garages with Bonus Rooms that are finished with a water and sewer stubs or connections must provide one additional on-site parking space within the lot. Garages with Bonus Rooms and garages without any added room above are allowed a maximum of a 10' lower level sidewall plate height.

**Bonus Room exterior dimensions (excluding exterior stairs, porches and eaves) shall not exceed 22' x 22' of area.**

4. *The design concept for the Lincoln Park at the Wellington Neighborhood Phase II is to create a neighborhood that is compatible with the existing historic character of the community, utilizing building sizes, types, and designs that are similar in nature to the first phase of Wellington Neighborhood.*
5. *Alleys, private drives, parking areas, private open space, including the "greens," and other common areas shall be held and maintained by the Wellington Neighborhood Association (the "Association") subject to such reasonable rules and regulations as the Association may from time to time adopt.*
6. *This Master Plan for Lincoln Park at the Wellington Neighborhood shall be deemed a site specific development plan and have vested property rights for a period of three (3) years from the date of approval by the Town Council.*
7. *The town of Breckenridge agrees that any and all annexation surcharges, water plant investment fees, water line connection or tap fees, development permit fees, design or plan review fees, building permit fees or other similar fees or charges for or in connection with the construction of improvements to real property in the town of Breckenridge shall be and hereby are waived for tracts, lots, parcels or other improvable real property subject to the Phase II Wellington Neighborhood Employee Housing Restrictive Covenant and Agreement recorded September 22, 2006 as reception number 833733 as amended, ("covenant").*

Carriage Houses are allowed with market rate homes only. Carriage Houses are defined as having a full kitchen. Market rate units may alternatively have a Bonus Room as well if desired. Deed restricted units may not have a Carriage House but are allowed a Bonus Room above a garage which does not have a full kitchen. Staff is pleased with the clarification.

**Landscaping (22/A & 22/R):** The applicant has increased the number of evergreen and deciduous trees proposed throughout Lincoln Park by 58 evergreen trees and 107 deciduous trees. As many of the units have undergone Planning Department approval (Class D major applications) and have required or will require additional screening beyond the original approval, as well as due to the bus pull out removal and shift of the roadway. No changes to the sizes of the landscaping have been made. Staff has no concerns and will continue to review the landscaping with forthcoming individual Class D development permit applications.

**Point Analysis (Section: 9-1-17-3):** Staff has reviewed this application against applicable policies of the Development Code and found all absolute policies to be met and no reason to change the point analysis from the original point analysis for the Lincoln Park Neighborhood (Wellington Neighborhood Phase II, 7<sup>th</sup> Master Plan Modification) approved April 2015.

The Wellington Neighborhood Phase II Master Plan (PC#2005042) received positive three (+3) points under Policy 20/R Recreational Facilities and positive ten (+10) points under 24/R Social Community, Employee Housing. This modification will reflect the same. The total passing score is positive thirteen (+13) points.

**Staff Decision**

The Planning Department has approved the Lincoln Park at the Wellington Neighborhood Phase II, Minor Master Plan Modification (8th Master Plan Amendment of Wellington Neighborhood Master Plan) PL-2016-0617, showing a passing point analysis of positive thirteen (+13) points with the attached Findings and Conditions.

<b>Final Impact Analysis</b>				
Project:	Lincoln Park at the Wellington Neighborhood Phase II, Minor Master Plan Amendment (8th Master Plan Amendment of Wellington Neighborhood Master Plan)		<b>Positive Points</b>	<b>+13</b>
PC#	2016-0617		<b>Negative Points</b>	<b>0</b>
Date:	1/26/2017			
Staff:	Julia Puester, AICP			
			<b>Total Allocation:</b>	<b>+13</b>
Items left blank are either not applicable or have no comment				
<b>Sect.</b>	<b>Policy</b>	<b>Range</b>	<b>Points</b>	<b>Comments</b>
<b>1/A</b>	<b>Codes, Correlative Documents &amp; Plat Notes</b>	Complies		
<b>2/A</b>	<b>Land Use Guidelines</b>	Complies		Complies with LUD 16 and existing Master Plan
2/R	Land Use Guidelines - Uses	4x(-3/+2)		
2/R	Land Use Guidelines - Relationship To Other Districts	2x(-2/0)		
2/R	Land Use Guidelines - Nuisances	3x(-2/0)		
<b>3/A</b>	<b>Density/Intensity</b>	Complies		
3/R	Density/ Intensity Guidelines	5x (-2>-20)	0	Density established by Master Plan
4/R	Mass	5x (-2>-20)	0	Mass established by Master Plan
<b>5/A</b>	<b>Architectural Compatibility</b>	Complies		
5/R	Architectural Compatibility - Aesthetics	3x(-2/+2)		
<b>6/A</b>	<b>Building Height</b>	Complies		
6/R	Relative Building Height - General Provisions	1X(-2,+2)		
	For all structures except Single Family and Duplex Units outside the Historic District			
6/R	Building Height Inside H.D. - 23 feet	(-1>-3)		
6/R	Building Height Inside H.D. - 25 feet	(-1>-5)		
6/R	Building Height Outside H.D. / Stories	(-5>-20)		
6/R	Density in roof structure	1x(+1/-1)		
6/R	Broken, interesting roof forms that step down at the edges	1x(+1/-1)		
	For all Single Family and Duplex/Multi-family Units outside the Conservation District			
6/R	Density in roof structure	1x(+1/-1)		
6/R	Broken, interesting roof forms that step down at the edges	1x(+1/-1)		
6/R	Minimum pitch of eight in twelve (8:12)	1x(0/+1)		
7/R	Site and Environmental Design - General Provisions	2X(-2/+2)		
7/R	Site and Environmental Design / Site Design and Grading	2X(-2/+2)		
7/R	Site and Environmental Design / Site Buffering	4X(-2/+2)		
7/R	Site and Environmental Design / Retaining Walls	2X(-2/+2)		
7/R	Site and Environmental Design / Driveways and Site Circulation Systems	4X(-2/+2)		
7/R	Site and Environmental Design / Site Privacy	2X(-1/+1)		
7/R	Site and Environmental Design / Wetlands	2X(0/+2)		
7/R	Site and Environmental Design / Significant Natural Features	2X(-2/+2)		
<b>8/A</b>	<b>Ridgeline and Hillside Development</b>	Complies		
<b>9/A</b>	<b>Placement of Structures</b>	Complies		
9/R	Placement of Structures - Public Safety	2x(-2/+2)		
9/R	Placement of Structures - Adverse Effects	3x(-2/0)		
9/R	Placement of Structures - Public Snow Storage	4x(-2/0)		
9/R	Placement of Structures - Setbacks	3x(0/-3)	0	Allowed reduction in Annexation Agreement
<b>12/A</b>	<b>Signs</b>	Complies		
<b>13/A</b>	<b>Snow Removal/Storage</b>	Complies		
13/R	Snow Removal/Storage - Snow Storage Area	4x(-2/+2)		
<b>14/A</b>	<b>Storage</b>	Complies		
14/R	Storage	2x(-2/0)		
<b>15/A</b>	<b>Refuse</b>	Complies		
15/R	Refuse - Dumpster enclosure incorporated in principal structure	1x(+1)		
15/R	Refuse - Rehabilitated historic shed as trash enclosure	1x(+2)		
15/R	Refuse - Dumpster sharing with neighboring property (on site)	1x(+2)		
<b>16/A</b>	<b>Internal Circulation</b>	Complies		
16/R	Internal Circulation / Accessibility	3x(-2/+2)		
16/R	Internal Circulation - Drive Through Operations	3x(-2/0)		
<b>17/A</b>	<b>External Circulation</b>	Complies		
<b>18/A</b>	<b>Parking</b>	Complies		
18/R	Parking - General Requirements	1x(-2/+2)	0	Meets current policy with addition of Bonus Rooms with water and sewer hook-up required to add one on-site parking space

18/R	Parking-Public View/Usage	2x(-2/+2)		
18/R	Parking - Joint Parking Facilities	1x(+1)		
18/R	Parking - Common Driveways	1x(+1)		
18/R	Parking - Downtown Service Area	2x(-2/+2)		
19/A	<b>Loading</b>	Complies		
20/R	Recreation Facilities	3x(-2/+2)	+3	Dedication of open space and public trail system throughout neighborhood
21/R	Open Space - Private Open Space	3x(-2/+2)		Provided with original Master Plan
21/R	Open Space - Public Open Space	3x(0/+2)		Provided with original Master Plan
22/A	<b>Landscaping</b>	Complies		
22/R	Landscaping	2x(-1/+3)	0	Per individual applications
24/A	<b>Social Community</b>	Complies		
24/A	Social Community / Above Ground Density 12 UPA	(-3>-18)		
24/A	Social Community / Above Ground Density 10 UPA	(-3>-6)		
24/R	Social Community - Employee Housing	1x(-10/+10)	+10	
24/R	Social Community - Community Need	3x(0/+2)		
24/R	Social Community - Social Services	4x(-2/+2)		
24/R	Social Community - Meeting and Conference Rooms	3x(0/+2)		
5/R	Social Community - Conservation District	3x(-5/0)		
24/R	Social Community - Historic Preservation	3x(0/+5)		
24/R	Social Community - Primary Structures - Historic Preservation/Restoration - Benefit	+1/3/6/9/12		
24/R	Social Community - Secondary Structures - Historic Preservation/Restoration - Benefit	+1/2/3		
24/R	Social Community - Moving Primary Structures	-3/10/15		
24/R	Social Community - Moving Secondary Structures	-3/10/15		
24/R	Social Community - Changing Orientation Primary Structures	-10		
24/R	Social Community - Changing Orientation Secondary Structures	-2		
24/R	Social Community - Returning Structures To Their Historic Location	+2 or +5		
25/R	Transit	4x(-2/+2)		
26/A	<b>Infrastructure</b>	Complies		
26/R	Infrastructure - Capital Improvements	4x(-2/+2)		
27/A	<b>Drainage</b>	Complies		
27/R	Drainage - Municipal Drainage System	3x(0/+2)		
28/A	<b>Utilities - Power lines</b>	Complies		
29/A	<b>Construction Activities</b>	Complies		
30/A	<b>Air Quality</b>	Complies		
30/R	Air Quality - wood-burning appliance in restaurant/bar	-2		
30/R	Beyond the provisions of Policy 30/A	2x(0/+2)		
31/A	<b>Water Quality</b>	Complies		
31/R	Water Quality - Water Criteria	3x(0/+2)		
32/A	<b>Water Conservation</b>	Complies		
33/R	Energy Conservation - Renewable Energy Sources	3x(0/+2)		
33/R	Energy Conservation - Energy Conservation	3x(-2/+2)		
	HERS index for Residential Buildings			
33/R	Obtaining a HERS index	+1		
33/R	HERS rating = 61-80	+2		
33/R	HERS rating = 41-60	+3		
33/R	HERS rating = 19-40	+4		
33/R	HERS rating = 1-20	+5		
33/R	HERS rating = 0	+6		
	Commercial Buildings - % energy saved beyond the IECC minimum standards			
33/R	Savings of 10%-19%	+1		
33/R	Savings of 20%-29%	+3		
33/R	Savings of 30%-39%	+4		
33/R	Savings of 40%-49%	+5		
33/R	Savings of 50%-59%	+6		
33/R	Savings of 60%-69%	+7		
33/R	Savings of 70%-79%	+8		
33/R	Savings of 80% +	+9		
33/R	Heated driveway, sidewalk, plaza, etc.	1X(-3/0)		
33/R	Outdoor commercial or common space residential gas fireplace (per fireplace)	1X(-1/0)		
33/R	Large Outdoor Water Feature	1X(-1/0)		
	Other Design Feature	1X(-2/+2)		
34/A	<b>Hazardous Conditions</b>	Complies		



34/R	Hazardous Conditions - Floodway Improvements	3x(0/+2)		
35/A	<b>Subdivision</b>	Complies		
36/A	<b>Temporary Structures</b>	Complies		
37/A	<b>Special Areas</b>	Complies		
37/R	Special Areas - Community Entrance	4x(-2/0)		
37/R	Special Areas - Individual Sites	3x(-2/+2)		
37/R	Special Areas - Blue River	2x(0/+2)		
37R	Special Areas - Cucumber Gulch/Setbacks	2x(0/+2)		
37R	Special Areas - Cucumber Gulch/Impervious Surfaces	1x(0/-2)		
38/A	<b>Home Occupation</b>	Complies		
38.5/A	<b>Home Childcare Businesses</b>	Complies		
39/A	<b>Master Plan</b>	Complies		
40/A	<b>Chalet House</b>	Complies		
41/A	<b>Satellite Earth Station Antennas</b>	Complies		
42/A	<b>Exterior Loudspeakers</b>	Complies		
43/A	<b>Public Art</b>	Complies		
43/R	Public Art	1x(0/+1)		
44/A	<b>Radio Broadcasts</b>	Complies		
45/A	<b>Special Commercial Events</b>	Complies		
46/A	<b>Exterior Lighting</b>	Complies		
47/A	<b>Fences, Gates And Gateway Entrance Monuments</b>	Complies		
48/A	<b>Voluntary Defensible Space</b>	Complies		
49/A	<b>Vendor Carts</b>	Complies		

## TOWN OF BRECKENRIDGE

### Lincoln Park at the Wellington Neighborhood Phase II, Master Plan 8th Master Plan Amendment of Wellington Neighborhood Master Plan Lots 1, 2, 3 and 4, Block 6, Wellington Neighborhood PL-2016-0617

#### FINDINGS

1. The proposed project is in accord with the Development Code and does not propose any prohibited use.
2. The project will not have a significant adverse environmental impact or demonstrative negative aesthetic effect.
3. All feasible measures mitigating adverse environmental impacts have been included, and there are no economically feasible alternatives which would have less adverse environmental impact.
4. This approval is based on the staff report dated **January 25, 2017** and findings made by the Town Council with respect to the project. Your project was approved based on the proposed design of the project and your acceptance of these terms and conditions imposed.
5. The terms of approval include any representations made by you or your representatives in any writing or plans submitted to the Town of Breckenridge and reviewed at the Planning Commission **February 7, 2017**. In addition to Commission minutes, the audio of the meetings of the Planning Commission is recorded.
6. If the real property which is the subject of this application is subject to a severed mineral interest, the applicant has provided notice of the initial public hearing on this application to any mineral estate owner and to the Town as required by Section 24-65.5-103, C.R.S.
7. This Master Plan is subject to the provisions of the Amendment to Annexation Agreement dated 03/22/2006, reception number 817872.
8. **At the time of the issuance of this permit it is not the intention of the Town to add Town provided bus service on Bridge Street in the foreseeable future. However the parties recognize that the decision to change the Bridge Street bus service belongs solely to the Town, and that at some point in the future changes to the Bridge Street bus service may be contemplated by the Town. If the Town contemplates changing the Bridge Street bus service, the Town will do so only after a public process in which the residents of Wellington Neighborhood, including Lincoln Park, are given notice through the Wellington Neighborhood Association and an opportunity to appear and voice any concerns they may have with or support of the proposed change in the bus service.**

#### CONDITIONS

1. This permit does not become effective, and the project may not be commenced, unless and until the applicant accepts the preceding findings and following conditions in writing and transmits the acceptance to the Town of Breckenridge.
2. Applicant shall submit and obtain approval from Staff modifications to the Master Plan Notes that show: 3b – The removal of “but may not be a separate living area.” and the addition of “Bonus Room exterior dimensions (excluding exterior stairs, porches and eaves) shall not exceed 22' x 22' of area.” as shown in the Staff Report.
3. If the terms and conditions of the approval are violated, the Town, in addition to criminal and civil judicial proceedings, may, if appropriate, issue a stop order requiring the cessation of work, revoke this permit,

require removal of any improvements made in reliance upon this permit with costs to constitute a lien on the property and/or restoration of the property.

4. The vested period for this master plan expires three (3) years from the original date of Town Council approval, on **April 28, 2018**, in accordance with the vesting provisions of Policy 39 of the Development Code. In addition, if this permit is not signed and returned to the Town within thirty (30) days of the permit mailing date, the permit shall only be valid for eighteen (18) months, rather than three (3) years.
5. The terms and conditions of this permit are in compliance with the statements of the staff and applicant made on the evidentiary forms and policy analysis forms.
6. Nothing in this permit shall constitute an agreement by the Town of Breckenridge to issue a certificate of compliance for the project covered by this permit. The determination of whether a certificate of compliance should be issued for such project shall be made by the Town in accordance with the applicable provisions of the Town Code, including, but not limited to the building code.
7. This Master Plan is entered into pursuant to Policy 39 (Absolute) of the Breckenridge Development Code (Chapter 1 of Title 9 of the Breckenridge Town Code). Uses specifically approved in this Master Plan shall supersede the Town's Land Use Guidelines and shall serve as an absolute development policy under the Development Code during the vesting period of this Master Plan. The provisions and procedures of the Development Code (including the requirement for a point analysis) shall govern any future site specific development of the property subject to this Master Plan.
8. Approval of a Master Plan is limited to the general acceptability of the land uses proposed and their interrelationships, and shall not be construed to endorse the precise location of uses or engineering feasibility.
9. Concurrently with the issuance of a Development Permit, applicant shall submit a 24"x36" mylar document of the final master plan, including all maps and text, as approved by Planning Commission at the final hearing, and reflecting any changes required. The name of the architect, and signature block signed by property owner of record or agent with power of attorney shall appear on the mylar:

#### *MASTER PLAN CERTIFICATE AND AGREEMENT*

*A master plan is governed by and is subject to Policy 39 (Absolute) of the Breckenridge Development Code, Chapter 1 of Title 9 of the Breckenridge Town Code, as amended from time to time. Although a master plan is a site specific plan as that term is defined by law, a master plan is only a general, conceptual plan for the future development of the subject property. The approval of a master plan is not the Town's final approval for the development of the subject property. Approval to actually develop the subject property requires one or more further site specific approvals from the Town in the form of additional development permit(s) issued pursuant to the Town's Development Code, as well as the issuance of any required permits under the Town's building and technical codes.*

*Upon the issuance of a development permit by the Town approving this master plan, this master plan is binding upon the permittee, and all subsequent owners of the property that is subject to the master plan in accordance with and subject to the terms and conditions of the Town of Breckenridge Development Code.*

*Interested parties should check with the Town of Breckenridge Department of Community Development to determine the duration of the vested property rights for the approved master plan, as well as the duration of the approved master plan.*

*This master plan may be amended, abandoned, or withdrawn only in accordance with the applicable provisions of the Town of Breckenridge Development Code.*

*APPROVAL OF THIS MASTER PLAN IS NO ASSURANCE THAT THE SUBJECT PROPERTY WILL ULTIMATELY BE DEVELOPED IN THE MANNER DESCRIBED IN THE APPROVED MASTER PLAN.*

*INTERESTED PERSONS SHOULD OBTAIN AND REVIEW COPIES OF ALL FUTURE SITE SPECIFIC DEVELOPMENT PERMITS, SUBDIVISION PLATS, OTHER TOWN-ISSUED LAND USE APPROVALS, AND APPLICABLE TITLE INFORMATION FOR THE SUBJECT PROPERTY BEFORE DECIDING TO PURCHASE OR INVEST IN ANY OF THE REAL PROPERTY THAT IS SUBJECT TO THE APPROVED MASTER PLAN.*

*Owner Signature:* \_\_\_\_\_

*Owner Name (please print)* \_\_\_\_\_

*Architect Signature:* \_\_\_\_\_

*Director of Community Development:* \_\_\_\_\_

10. Applicant shall record with the Summit County Clerk and Recorder a written notice of the approval of the Master Plan Amendment, in a form acceptable to the Town attorney, in order to give notice thereof to all interested parties.

**MASTER PLAN  
FOR LINCOLN PARK AT  
WELLINGTON NEIGHBORHOOD PHASE II  
TOWN OF BRECKENRIDGE, COUNTY OF SUMMIT, STATE OF COLORADO  
JANUARY 31, 2017**

**MASTER PLAN NOTES:**

1. As provided in the Amendment to Annexation Agreement (rec#817872), as amended, ("Annexation Agreement") and the Employee Housing Restrictive Covenants ("Covenants") for Wellington Neighborhood: approximately 80% of the total units are subject to restrictions providing a local occupancy, an owner occupancy requirement and resale price limitations; and approximately 20% of the total units, not to exceed 32 pursuant to the terms of the Annexation Agreement, may be converted to market rate units and sold without restrictions, subject to satisfaction of certain conditions provided for in the Annexation Agreement and Covenants.

2. Property within Lincoln Park at the Wellington Neighborhood Phase II shall be used and developed consistent with the Master Plan for the Lincoln Park at the Wellington Neighborhood Phase II, as amended, and all applicable provisions of the Town's District #16 Land Use Guidelines, and the Town's Development Code to the extent not inconsistent with the Master Plan.

3. Allowed density and mass within the Master Plan for Lincoln Park at the Wellington Neighborhood Phase II shall be restricted to the following maximum square footage (with an SFE referring to a "single family equivalent"):

- Single Family Residential SFE:
  - Small Lot Single Family SFE: Maximum density of 2,250 sq. ft. per SFE
  - Large Lot Single Family SFE: Maximum density of 3,600 sq. ft. per SFE or .65 to 1 FAR, whichever is less.
- Double House (duplex) SFE: Maximum density of 1,600 sq. ft. per SFE (per individual unit)
- Multifamily (triplex) SFE: Maximum density of 1,200 sq. ft. per SFE (per individual unit)

All single family lots shall be considered "Small Lot Single Family SFEs". Notwithstanding, if at the time of issuance of a certificate of occupancy a) the density of the improvements on a lot is in excess of 2,250 square feet or b) the developer designates the lot as a "market rate lot"; then, in either event the lot shall be designated a "Large Lot Single Family SFE". The number of lots designated Large Lot Single Family SFEs shall not exceed 40.

a. All residential units shall be allocated "Mass" in accordance with the provisions of the Town's Development Code based on unit type.

b. Carriage Houses (as defined with a full size kitchen with range/oven) may be allowed above garages, on market rate lots, if the total density of the Carriage House and the primary structure does not exceed that allowed for the lot on which the Carriage House is located, the Carriage House is kept in the same ownership as and cannot be separated in any manner from the ownership of the primary structure, and a minimum of one additional parking space is provided on-site for exclusive use of the Carriage House. Carriage House exterior dimensions (excluding exterior stairs, porches and eaves) shall not exceed 24' x 24' of site area. Carriage Houses are allowed a maximum of a 12' lower level sidewall plate height. Where there are four or more market rate homes in a row along an alley, no more than 50% of those homes may have a Carriage House and there may be no more than 2 Carriage Houses in a row, unless approved by Planning Commission.

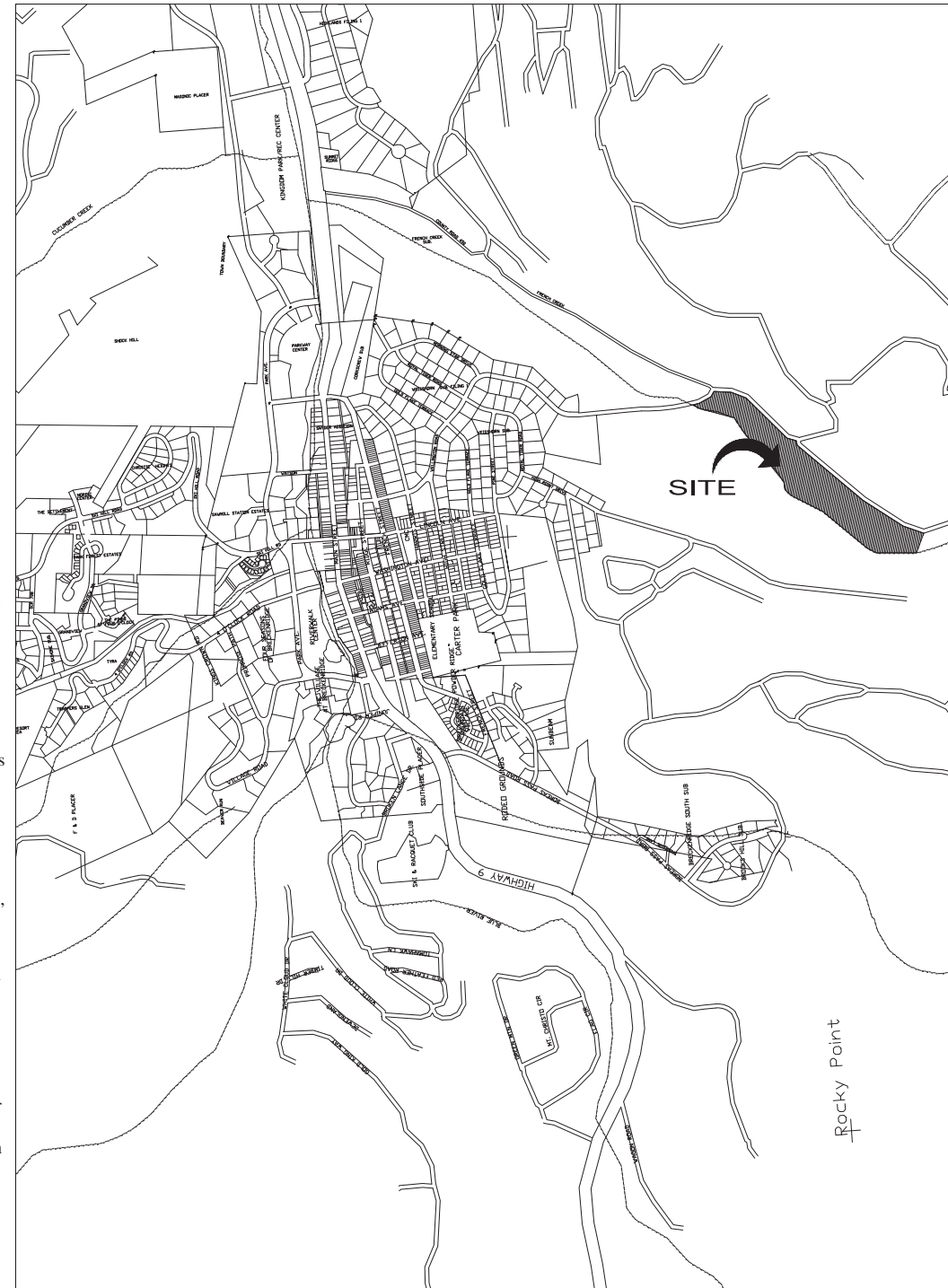
c. Both deed restricted and market rate lots are permitted a garage and Bonus Room above the garage. Bonus Rooms are not permitted to have kitchen facilities or 220 volt electric service or natural gas service as a Bonus Room may include a sleeping area and bath, but may not be a separate living area. All garages with Bonus Rooms that are finished with a water and sewer stubs or connections must provide one additional on-site parking space within the lot. Garages with Bonus Rooms and garages without any added room above are allowed a maximum of a 10' lower level sidewall plate height.

4. The design concept for the Lincoln Park at the Wellington Neighborhood Phase II is to create a neighborhood that is compatible with the existing historic character of the community, utilizing building sizes, types, and designs that are similar in nature to the first phase of Wellington Neighborhood.

5. Alleys, private drives, parking areas, private open space, including the "greens," and other common areas shall be held and maintained by the Wellington Neighborhood Association (the "Association") subject to such reasonable rules and regulations as the Association may from time to time adopt.

6. This Master Plan for Lincoln Park at the Wellington Neighborhood shall be deemed a site specific development plan and have vested property rights for a period of three (3) years from the date of approval by the Town Council.

7. The town of Breckenridge agrees that any and all annexation surcharges, water plant investment fees, water line connection or tap fees, development permit fees, design or plan review fees, building permit fees or other similar fees or charges for or in connection with the construction of improvements to real property in the town of Breckenridge shall be and hereby are waived for tracts, lots, parcels or other improvable real property subject to the Phase II Wellington Neighborhood Employee Housing Restrictive Covenant and Agreement recorded September 22, 2006 as reception number 833733 as amended, ("covenant").



**LOCATION MAP**

SCALE: 1" = 1000'



**MASTER PLAN CERTIFICATE AND AGREEMENT**

A master plan is governed by and is subject to Policy 39 (Absolute) of the Breckenridge Development Code, Chapter 1 of Title 9 of the Breckenridge Town Code, as amended from time to time. Although a master plan is a site specific plan as that term is defined by law, a master plan is only a general, conceptual plan for the future development of the subject property. The approval of a master plan is not the Town's final approval for the development of the subject property. Approval to actually develop the subject property requires one or more further site specific approvals from the Town in the form of additional development permit(s) issued pursuant to the Town's Development Code, as well as the issuance of any required permits under the Town's building and technical codes.

Upon the issuance of a development permit by the Town approving this master plan, this master plan is binding upon the permittee, and all subsequent owners of the property that is subject to the master plan in accordance with and subject to the terms and conditions of the Town of Breckenridge Development Code.

Interested parties should check with the Town of Breckenridge Department of Community Development to determine the duration of the vested property rights for the approved master plan, as well as the duration of the approved master plan.

This master plan may be amended, abandoned, or withdrawn only in accordance with the applicable provisions of the Town of Breckenridge Development Code.

APPROVAL OF THIS MASTER PLAN IS NO ASSURANCE THAT THE SUBJECT PROPERTY WILL ULTIMATELY BE DEVELOPED IN THE MANNER DESCRIBED IN THE APPROVED MASTER PLAN. INTERESTED PERSONS SHOULD OBTAIN AND REVIEW COPIES OF ALL FUTURE SITE SPECIFIC DEVELOPMENT PERMITS, SUBDIVISION PLATS, OTHER TOWN-ISSUED LAND USE APPROVALS, AND APPLICABLE TITLE INFORMATION FOR THE SUBJECT PROPERTY BEFORE DECIDING TO PURCHASE OR INVEST IN ANY OF THE REAL PROPERTY THAT IS SUBJECT TO THE APPROVED MASTER PLAN.

Union Mill, Inc.  
a Colorado Corporation

By: \_\_\_\_\_  
David G. O'Neil, President

\_\_\_\_\_  
Tom Lyon, Architect

\_\_\_\_\_  
Director of Community Development

**TOWN OF BRECKENRIDGE CERTIFICATE**

This Master Plan has been approved by the Planning Commission, on \_\_\_\_\_, 2017, and the Town Council, on \_\_\_\_\_, 2017, of the Town of Breckenridge, Colorado, in accordance with the Town Code of Breckenridge, Colorado.

\_\_\_\_\_  
Director, Department of Community Development

**WOLFF • LYON**  
ARCHITECTS

WELLINGTON  
NEIGHBORHOOD  
BRECKENRIDGE, COLORADO

CLIENT:  
WELLINGTON NEIGHBORHOOD LLC  
PO BOX 4686  
BRECKENRIDGE, CO 80424

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PEL-ONA ARCHITECTS & URBANISTS  
4676 BROADWAY  
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**MASTER PLAN FOR  
LINCOLN PARK**  
AT THE WELLINGTON NEIGHBORHOOD  
Breckenridge, Colorado

ISSUE DATES:

DATE	DESCRIPTION
2015-04-07	MASTER PLAN RESUBMITTAL
2015-05-01	UPDATED PHASING & GREEN NAMES
2016-06-17	UPDATED PHASE II
2016-12-12	SINGLE LANE BRIDGE
2017-01-03	SINGLE LANE BRIDGE UPDATES
2017-01-25	SINGLE LANE BRIDGE UPDATES
2017-01-31	PHASE 4 SIDEWALK UPDATE

REVISIONS:

DATE	DESCRIPTION

SHEET  
1 of 6

**MASTER PLAN  
FOR LINCOLN PARK AT  
WELLINGTON NEIGHBORHOOD PHASE II**  
TOWN OF BRECKENRIDGE, COUNTY OF SUMMIT, STATE OF COLORADO  
**JANUARY 31, 2017**

**WOLFF • LYON**  
ARCHITECTS

WELLINGTON NEIGHBORHOOD  
BRECKENRIDGE, COLORADO

CLIENT:  
WELLINGTON NEIGHBORHOOD LLC  
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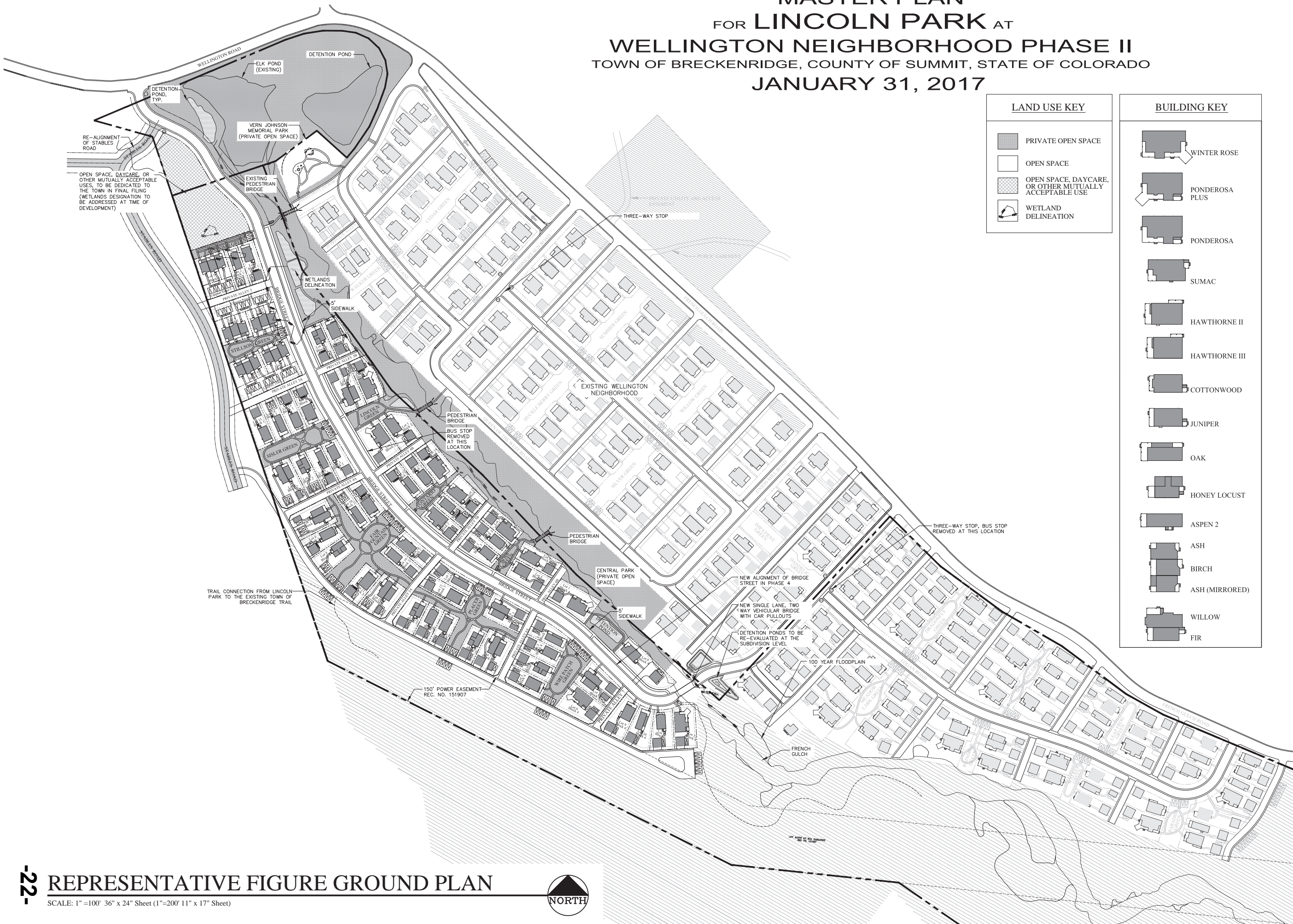
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**MASTER PLAN FOR  
LINCOLN PARK**  
AT THE WELLINGTON NEIGHBORHOOD  
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LAND USE KEY		BUILDING KEY	
	PRIVATE OPEN SPACE		WINTER ROSE
	OPEN SPACE		PONDEROSA PLUS
	OPEN SPACE, DAYCARE, OR OTHER MUTUALLY ACCEPTABLE USE		PONDEROSA
	WETLAND DELINEATION		SUMAC
			HAWTHORNE II
			HAWTHORNE III
			COTTONWOOD
			JUNIPER
			OAK
			HONEY LOCUST
			ASPEN 2
			ASH
			BIRCH
			ASH (MIRRORED)
			WILLOW
			FIR

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TOWN OF BRECKENRIDGE, COUNTY OF SUMMIT, STATE OF COLORADO  
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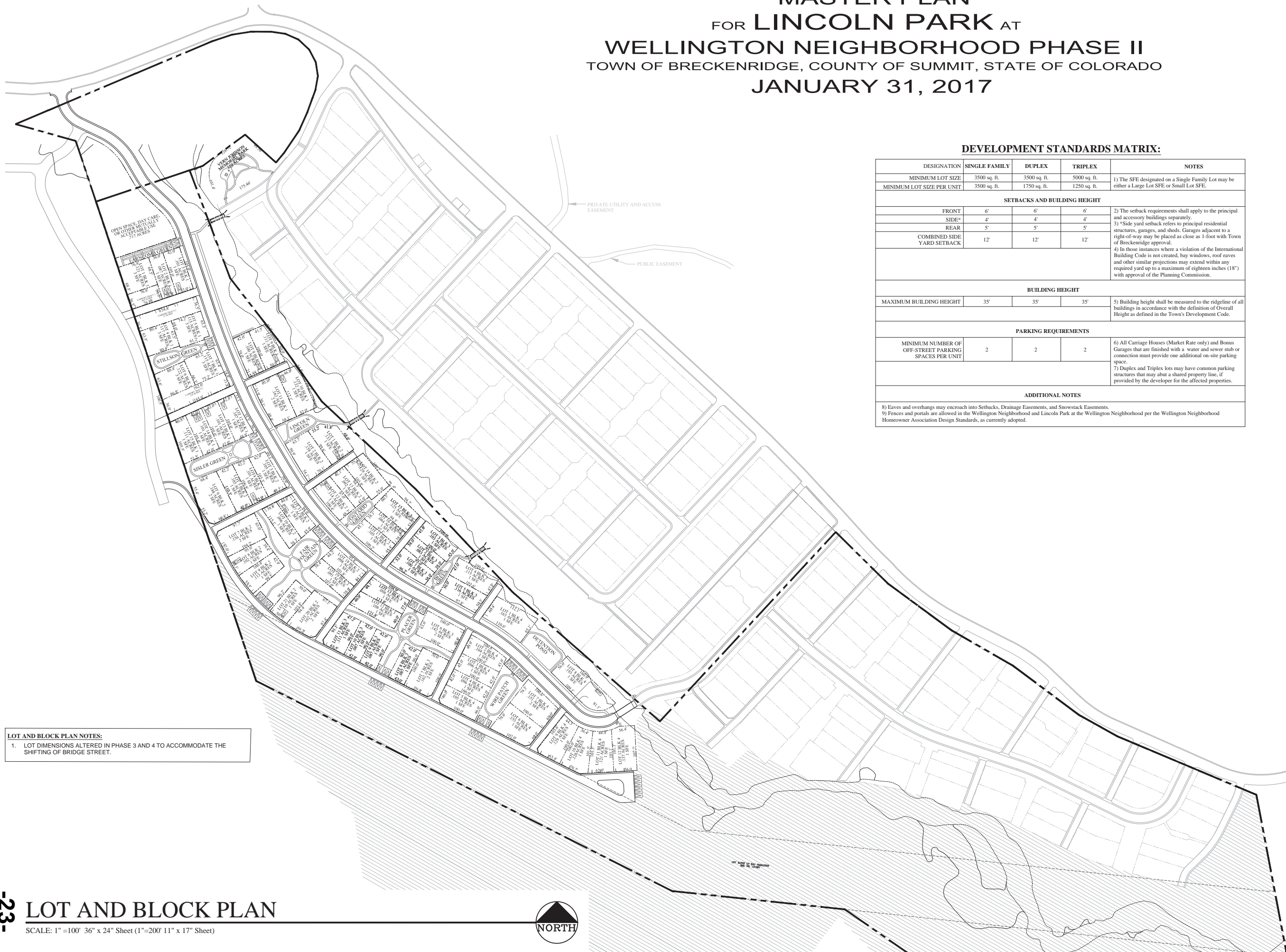
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**MASTER PLAN FOR  
LINCOLN PARK**  
AT THE WELLINGTON NEIGHBORHOOD  
Breckenridge, Colorado

**DEVELOPMENT STANDARDS MATRIX:**

DESIGNATION	SINGLE FAMILY	DUPLEX	TRIPLEX	NOTES
MINIMUM LOT SIZE	3500 sq. ft.	3500 sq. ft.	5000 sq. ft.	1) The SFE designated on a Single Family Lot may be either a Large Lot SFE or Small Lot SFE.
MINIMUM LOT SIZE PER UNIT	3500 sq. ft.	1750 sq. ft.	1250 sq. ft.	
<b>SETBACKS AND BUILDING HEIGHT</b>				
FRONT	6'	6'	6'	2) The setback requirements shall apply to the principal and accessory buildings separately. 3) *Side yard setback refers to principal residential structures, garages, and sheds. Garages adjacent to a right-of-way may be placed as close as 1-foot with Town of Breckenridge approval. 4) In those instances where a violation of the International Building Code is not created, bay windows, roof eaves and other similar projections may extend within any required yard up to a maximum of eighteen inches (18") with approval of the Planning Commission.
SIDE*	4'	4'	4'	
REAR	5'	5'	5'	
COMBINED SIDE YARD SETBACK	12'	12'	12'	
<b>BUILDING HEIGHT</b>				
MAXIMUM BUILDING HEIGHT	35'	35'	35'	5) Building height shall be measured to the ridge line of all buildings in accordance with the definition of Overall Height as defined in the Town's Development Code.
<b>PARKING REQUIREMENTS</b>				
MINIMUM NUMBER OF OFF-STREET PARKING SPACES PER UNIT	2	2	2	6) All Carriage Houses (Market Rate only) and Bonus Garages that are finished with a water and sewer stub or connection must provide one additional on-site parking space. 7) Duplex and Triplex lots may have common parking structures that may abut a shared property line, if provided by the developer for the affected properties.
<b>ADDITIONAL NOTES</b>				
8) Eaves and overhangs may encroach into Setbacks, Drainage Easements, and Snowstack Easements. 9) Fences and portals are allowed in the Wellington Neighborhood and Lincoln Park at the Wellington Neighborhood per the Wellington Neighborhood Homeowner Association Design Standards, as currently adopted.				



**LOT AND BLOCK PLAN NOTES:**  
1. LOT DIMENSIONS ALTERED IN PHASE 3 AND 4 TO ACCOMMODATE THE SHIFTING OF BRIDGE STREET.

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**SHEET  
3 of 6**

**MASTER PLAN  
FOR LINCOLN PARK AT  
WELLINGTON NEIGHBORHOOD PHASE II  
TOWN OF BRECKENRIDGE, COUNTY OF SUMMIT, STATE OF COLORADO  
JANUARY 31, 2017**

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**MASTER PLAN FOR  
LINCOLN PARK**  
AT THE WELLINGTON NEIGHBORHOOD  
Breckenridge, Colorado



OPEN SPACE & PARKS KEY	
	DEVELOPED AREA
	PRIVATE OPEN SPACE
	EXISTING PUBLIC OPEN SPACE
	FUTURE DEDICATION (AFTER CONCLUSION OF PLATTING PROCESS)
	OPEN SPACE, DAYCARE, OR OTHER MUTUALLY ACCEPTABLE USE

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**LAND USE PLAN**

SCALE: 1"=150' 36" x 24" Sheet (1"=300' 11" x 17" Sheet)



**SHEET  
4 of 6**



MASTER PLAN  
FOR LINCOLN PARK AT  
WELLINGTON NEIGHBORHOOD PHASE II  
TOWN OF BRECKENRIDGE, COUNTY OF SUMMIT, STATE OF COLORADO  
JANUARY 31, 2017

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MASTER PLAN FOR  
LINCOLN PARK  
AT THE WELLINGTON NEIGHBORHOOD  
Breckenridge, Colorado

EXISTING  
WELLINGTON  
NEIGHBORHOOD

**LANDSCAPE KEY**

NOTE: Landscape data presented here is for reference only. Amounts and locations of trees and shrubs may vary.

**GROUNDCOVER**

**SEED MIXES**  
Short Dry Grass Seed Mixture: Hard Fescue, Creeping Red Fescue, Sheep Fescue, Canada Bluegrass, Canby Bluegrass  
RE-vegetate all disturbed areas on-site with Short Dry Grass Mix @ 2 lbs/1000sq.ft. slopes over 3:1 shall be hayed, tacked, or seeded.  
Note: We may also add Alpine Fescue, Arizona Rescue, Tufted Hairgrass, and Alpine Bluegrass to the mix.

**SHRUBS**

**SHRUBS** Amount: 946  
Size: 5 Gal. Containers

**PROPOSED SHRUB SPECIES:**  
Alder: Mt./Thicket  
Birch: Bog  
Honeysuckle: Twinberry, Arnold's Red  
Pashanah: Siberian  
Cotoneaster: Peking  
Potentilla: Gold Drop, Native, Goldfinger, Jackman, Katherine Dykes  
Chokeberry: Common

**TREES**

**ENGELMANN SPRUCE** Amount: 98  
Size: 6'-8" ht.

**ROCKY MTN. DOUGLAS FIR** Amount: 29  
Size: 6' min. ht.

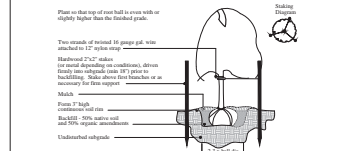
**ASPEN (TREMBLING)** Amount: 285  
Size: 10' min. ht.

**NARROWLEAF COTTONWOOD** Amount: 12  
Size: 10' min. ht.

Note: Caliper for deciduous trees is 1-1.5" caliper - 50% installed must be multi-stem

Irrigation Method: A permanent drip irrigation will be provided for all trees within street right of ways and for trees on front yards shown on this plan within 6 feet of the property line. A permanent drip irrigation system will be installed for all perennial beds and along major trails where intense watering is proposed by means of hoses.

**TREE PLANTING**



NOTES: Compacted Soils, that are typical in Rights of Way, are deadly to trees and shrubs. Aspens are particularly susceptible to these conditions, so attention during planting is essential.

**ILLUSTRATIVE SITE & LANDSCAPE PLAN**

SCALE: 1" = 80' 36" x 24" Sheet (1" = 160' 11" x 17" Sheet)



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**MASTER PLAN  
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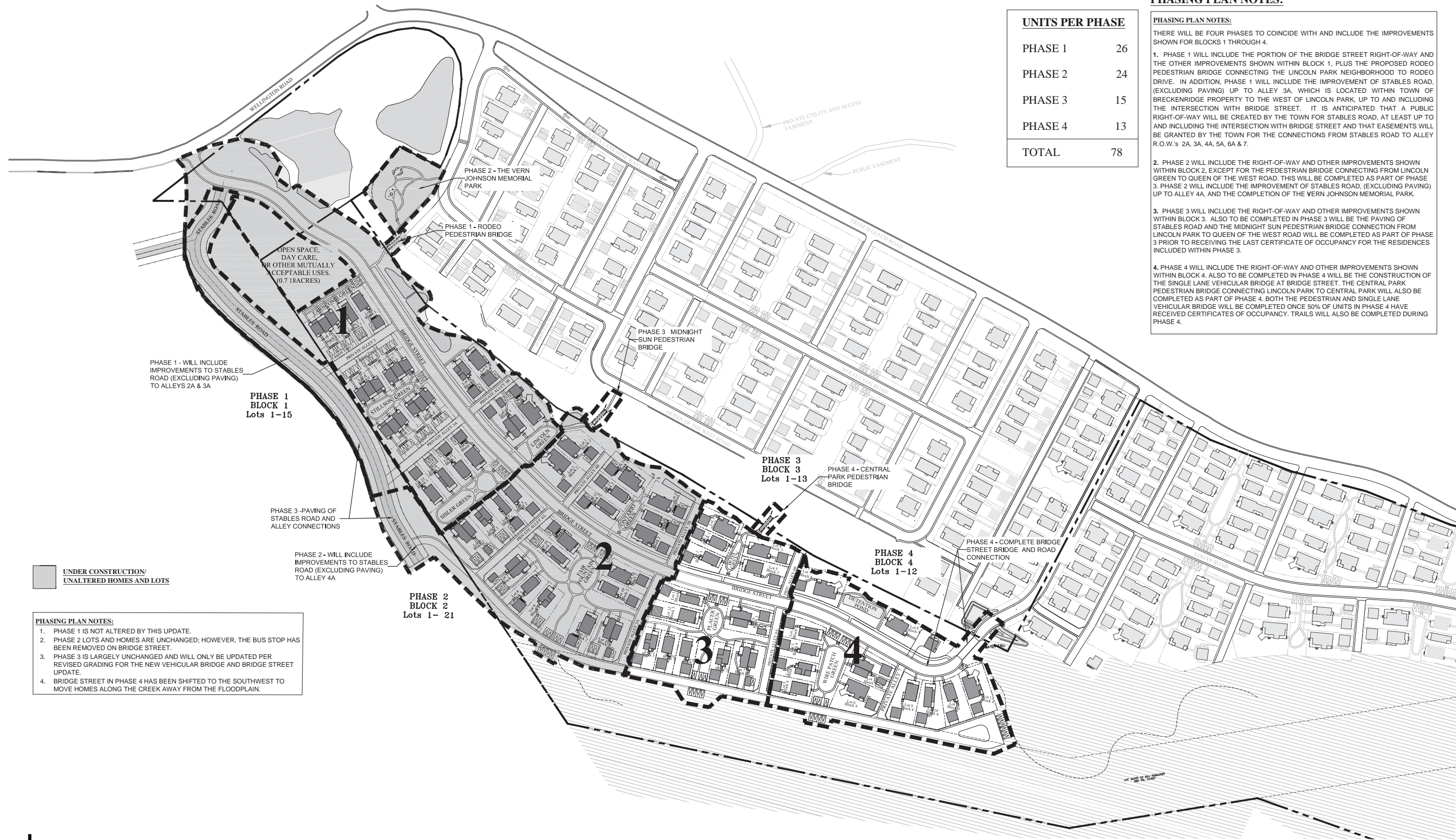
**MASTER PLAN FOR  
LINCOLN PARK  
AT THE WELLINGTON NEIGHBORHOOD  
Breckenridge, Colorado**

**PHASING PLAN NOTES:**

**PHASING PLAN NOTES:**  
THERE WILL BE FOUR PHASES TO COINCIDE WITH AND INCLUDE THE IMPROVEMENTS SHOWN FOR BLOCKS 1 THROUGH 4.

1. PHASE 1 WILL INCLUDE THE PORTION OF THE BRIDGE STREET RIGHT-OF-WAY AND THE OTHER IMPROVEMENTS SHOWN WITHIN BLOCK 1, PLUS THE PROPOSED RODEO PEDESTRIAN BRIDGE CONNECTING THE LINCOLN PARK NEIGHBORHOOD TO RODEO DRIVE. IN ADDITION, PHASE 1 WILL INCLUDE THE IMPROVEMENT OF STABLES ROAD, (EXCLUDING PAVING) UP TO ALLEY 3A, WHICH IS LOCATED WITHIN TOWN OF BRECKENRIDGE PROPERTY TO THE WEST OF LINCOLN PARK, UP TO AND INCLUDING THE INTERSECTION WITH BRIDGE STREET. IT IS ANTICIPATED THAT A PUBLIC RIGHT-OF-WAY WILL BE CREATED BY THE TOWN FOR STABLES ROAD, AT LEAST UP TO AND INCLUDING THE INTERSECTION WITH BRIDGE STREET AND THAT EASEMENTS WILL BE GRANTED BY THE TOWN FOR THE CONNECTIONS FROM STABLES ROAD TO ALLEY R.O.W.'s 2A, 3A, 4A, 5A, 6A & 7.
2. PHASE 2 WILL INCLUDE THE RIGHT-OF-WAY AND OTHER IMPROVEMENTS SHOWN WITHIN BLOCK 2, EXCEPT FOR THE PEDESTRIAN BRIDGE CONNECTING FROM LINCOLN GREEN TO QUEEN OF THE WEST ROAD. THIS WILL BE COMPLETED AS PART OF PHASE 3. PHASE 2 WILL INCLUDE THE IMPROVEMENT OF STABLES ROAD, (EXCLUDING PAVING) UP TO ALLEY 4A, AND THE COMPLETION OF THE VERN JOHNSON MEMORIAL PARK.
3. PHASE 3 WILL INCLUDE THE RIGHT-OF-WAY AND OTHER IMPROVEMENTS SHOWN WITHIN BLOCK 3. ALSO TO BE COMPLETED IN PHASE 3 WILL BE THE PAVING OF STABLES ROAD AND THE MIDNIGHT SUN PEDESTRIAN BRIDGE CONNECTION FROM LINCOLN PARK TO QUEEN OF THE WEST ROAD WILL BE COMPLETED AS PART OF PHASE 3 PRIOR TO RECEIVING THE LAST CERTIFICATE OF OCCUPANCY FOR THE RESIDENCES INCLUDED WITHIN PHASE 3.
4. PHASE 4 WILL INCLUDE THE RIGHT-OF-WAY AND OTHER IMPROVEMENTS SHOWN WITHIN BLOCK 4. ALSO TO BE COMPLETED IN PHASE 4 WILL BE THE CONSTRUCTION OF THE SINGLE LANE VEHICULAR BRIDGE AT BRIDGE STREET. THE CENTRAL PARK PEDESTRIAN BRIDGE CONNECTING LINCOLN PARK TO CENTRAL PARK WILL ALSO BE COMPLETED AS PART OF PHASE 4. BOTH THE PEDESTRIAN AND SINGLE LANE VEHICULAR BRIDGE WILL BE COMPLETED ONCE 50% OF UNITS IN PHASE 4 HAVE RECEIVED CERTIFICATES OF OCCUPANCY. TRAILS WILL ALSO BE COMPLETED DURING PHASE 4.

UNITS PER PHASE	
PHASE 1	26
PHASE 2	24
PHASE 3	15
PHASE 4	13
<b>TOTAL</b>	<b>78</b>



**PHASING PLAN NOTES:**

1. PHASE 1 IS NOT ALTERED BY THIS UPDATE.
2. PHASE 2 LOTS AND HOMES ARE UNCHANGED; HOWEVER, THE BUS STOP HAS BEEN REMOVED ON BRIDGE STREET.
3. PHASE 3 IS LARGELY UNCHANGED AND WILL ONLY BE UPDATED PER REVISED GRADING FOR THE NEW VEHICULAR BRIDGE AND BRIDGE STREET UPDATE.
4. BRIDGE STREET IN PHASE 4 HAS BEEN SHIFTED TO THE SOUTHWEST TO MOVE HOMES ALONG THE CREEK AWAY FROM THE FLOODPLAIN.

UNDER CONSTRUCTION/  
UNALTERED HOMES AND LOTS

**PHASE 1  
BLOCK 1  
Lots 1-15**

PHASE 3 - PAVING OF  
STABLES ROAD AND  
ALLEY CONNECTIONS

PHASE 2 - WILL INCLUDE  
IMPROVEMENTS TO STABLES  
ROAD (EXCLUDING PAVING)  
TO ALLEY 4A

**PHASE 2  
BLOCK 2  
Lots 1- 21**

**PHASE 3  
BLOCK 3  
Lots 1-13**

PHASE 4 - CENTRAL  
PARK PEDESTRIAN  
BRIDGE

**PHASE 4  
BLOCK 4  
Lots 1-12**

PHASE 4 - COMPLETE BRIDGE  
STREET BRIDGE AND ROAD  
CONNECTION



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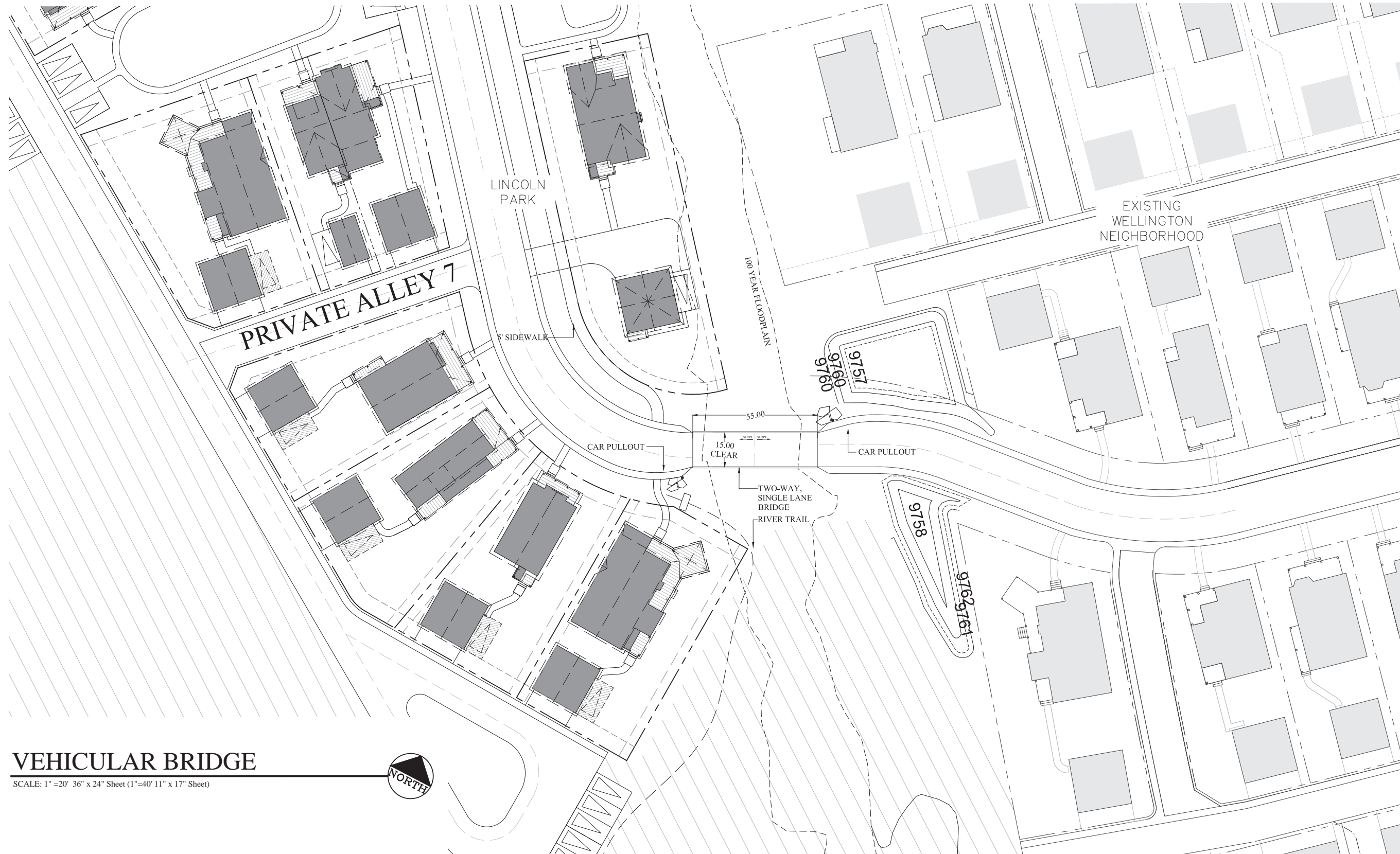
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**MASTER PLAN FOR  
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**VEHICULAR BRIDGE**

SCALE: 1" = 20' 36" x 24" Sheet (1" = 40' 11" x 17" Sheet)



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**SINGLE LANE  
BRIDGE**

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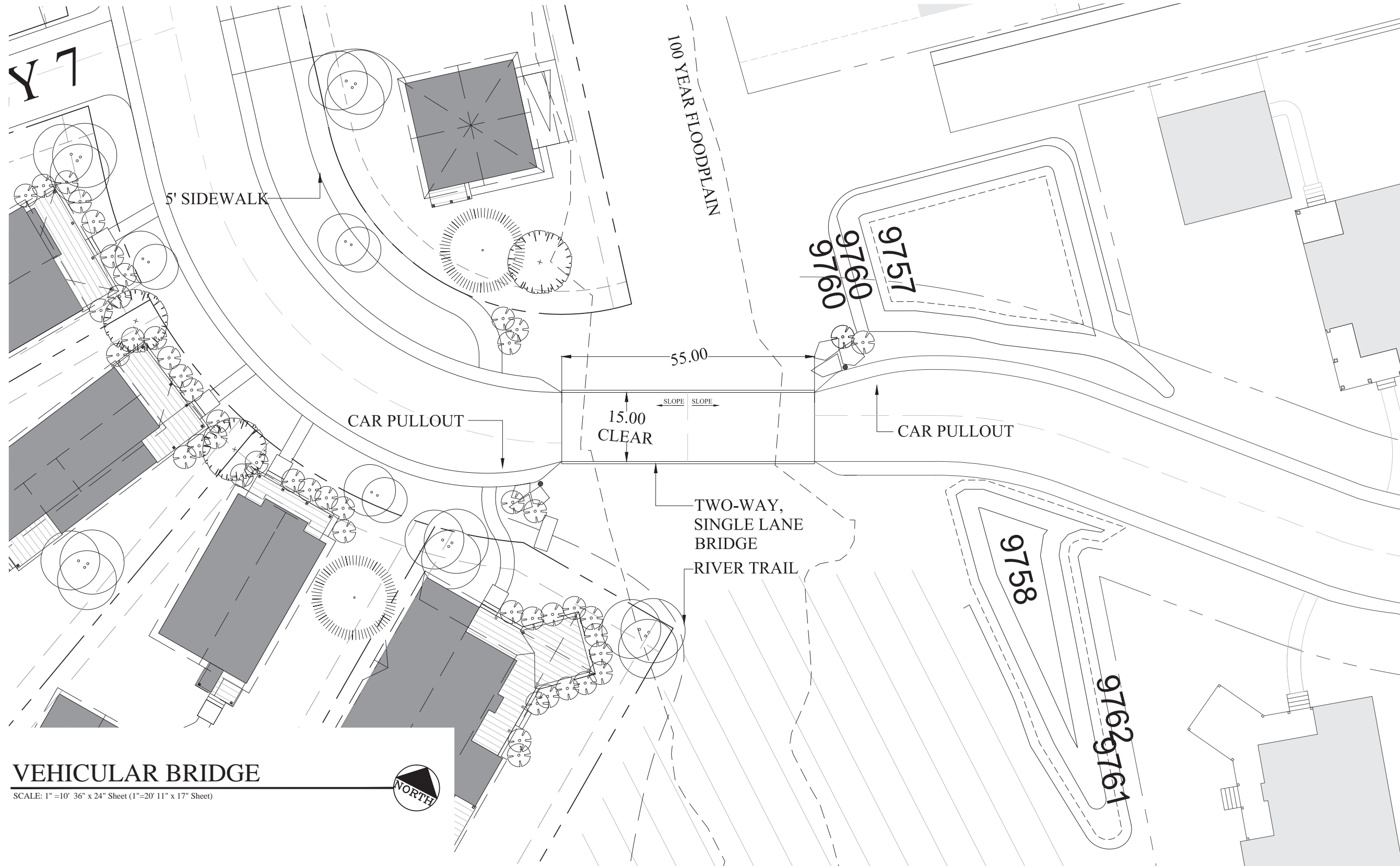
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**VEHICULAR BRIDGE**

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**SINGLE LANE  
BRIDGE**

January 5, 2017

Town Council,

At the request of Town Staff and the Developer of Lincoln Park, we have talked to nearly all the residents of Bridge Street about the new proposal for a single lane bridge connecting Wellington Neighborhood and Lincoln Park.

By and large, the residents we spoke with agree that a single lane bridge is a reasonable compromise between the ideal pedestrian bridge and a full sized, two lane vehicular bridge. Most Bridge Street residents expressed that they would be ok with a bridge as long as it was truly single lane (14-16 feet wide) and that multiple traffic calming measures be implemented on Bridge Street. Traffic calming measures that were mentioned included speed bumps the length of Bridge Street, stops signs at both ends of a narrow bridge, or gates restricting the bridge to emergency vehicles.

The one common point expressed by all residents we spoke with was that they are adamantly against transit traffic on Bridge Street. The Town busses do not fit on the interior streets of the two neighborhoods. Most residents said they are very happy with the new bus service on French Gulch Road. However, we all agree that running a bus through the neighborhood upwards of 80 times per day would be noisy, messy when plowing is needed, and completely against the character of the neighborhood not only as it was approved (narrow streets, no sidewalks, etc.) but also as it has developed for the families that have come to call Wellington home over the last decade.

We appreciate your ongoing effort to work with the residents to find a solution that works for what the neighborhood has grown into and not just what was envisioned in 2006. We implore you to please help us keep the character of the neighborhood intact and minimize the impact of a bridge connecting the two neighborhoods as much as possible. Please keep public transit on the outside of the neighborhood and if a single lane bridge is the best compromise, constructing it in a way that will keep vehicular traffic and speeds to a minimum.

Thank you,



Blaze Panariso  
45 Bridge Street



Ian Hamilton  
111 Bridge Street

February 1, 2017

To Whom It May Concern,

As a neighborhood resident, I understand that the Lincoln Park Master Plan Modification has been a hot topic for quite some time. My family moved from the Wellington neighborhood to the Lincoln Park (LP) development in November of 2016. We had been part of the Wellington neighborhood since 2009.

My purpose for writing this letter is to state, as a resident of Lincoln Park, that I am grateful that the Bridge Street crossing will be vehicular. My husband and I have two young sons; our oldest, six-year-old, son currently attends Breckenridge Elementary. Without the vehicular bridge option on Bridge Street, our concern was that Lincoln Park wasn't going to have a school bus stop available in the future. I understand that a school bus stop is up to the school district. However, having potentially limited or no access to a vehicular bridge or turn around option made our hopes of a future school bus stop seem unrealistic. We were also very concerned about the emergency vehicle access to our part of the development if there were no plans of a vehicular crossing.

I realize that the neighbors of Wellington wanted all options to be considered by the TOB and the Lincoln Park developers. However, as a resident of LP, I wanted to make sure that my input was heard as well. We may be in the first phase of the LP development, but I feel that our concerns and needs are equally valid. With phase two on the horizon, we will have more voices with the same concerns we had when we moved to our new home. I believe having a final decision on what this bridge is meant to be will help the people in Lincoln Park feel that they are part of the Wellington and Lincoln Park community rather than part of a problem.

I appreciate the Town of Breckenridge, the Wellington neighbors and the Developers of Lincoln Park for coming together to find a solution that most people can agree on.

Thank you,

AuBree Wagner- 35 Sisler Green

## Planning Commission Staff Report

**Subject:** Main Street Station Crepe Trolley  
(Class B Minor Combined Hearing; PL-2017-0009)

**Proposal:** To utilize custom “Crepe Trolley” food vendor in the common area plaza of Main Street Station Grand Central Breckenridge Houses East and West.

**Date:** January 28, 2017 (For meeting of February 7, 2017)

**Project Manager:** Michael Mosher, Planner III

**Applicants/Owner:** Throttled Adventures, LLC, Terrance Barbu and Main Street Station Master Association, Jack Wolfe - representative – Owner: MSS Breck, LLC.

**Address:** 505 South Main Street

**Legal Description:** Village at Breckenridge, Lots 8, 9A2, 9B, 10A and 10B

**Land Use District:** 19, Commercial 1:1 FAR and 20 UPA Residential – Subject to the Main Street Station Master Plan

**Site Conditions:** The site is developed per the Main Street Station Master Plan. The proposed location of the Crepe Trolley is on the existing common area plaza (see site plan) away from any view from public right of way.

**Adjacent Uses:** Commercial and Multi-family Residential.

**Remaining Commercial Density:**

Allowed per MST PLN:	2,200 sq. ft. (2.2 SFEs)
Proposed density:	193 sq. ft. (0.193 SFEs)

**Remaining Commercial Mass:**

Allowed per MST PLN:	2,200 sq. ft. (2.2 SFEs)
Proposed mass:	193 sq. ft. (0.193 SFEs)

**Height:**

Recommended per LUGs:	25 feet (2-stories)
Proposed:	10 feet (overall)

**Parking:**

Required:	1 space
Proposed:	1 space

### Item History

On September 21, 1999 the Main Street Station Master Plan, PC# 1999041, was approved by the Planning Commission. Vesting for the Main Street Station Master Plan has since expired. However, Staff notes per the Development Code:

*After the vested property rights period of an approved master plan has expired, the terms of the master plan shall not control in the event of a conflict between the master plan and the land use district guidelines or other development policy of the town which was adopted or amended subsequent to the approval of the master plan. At such time all aspects of a site plan level development permit for property which is the subject of an approved master plan shall comply with the requirements of the town's "land use and development code", subdivision ordinance, the land use district guidelines, those portions of the approved master plan not in conflict with the Town's then-current development policies, and other applicable development policies which are in effect at the time of the issuance of the site-plan level development permit. (Emphasis added.)*

Essentially, the provisions of the original Master Plan that are still in conformance with the Town's Development Code and other policy documents still stand as being valid. The approved density and mass are still valid.

For this application, Policy 6, Building Height, has been revised since the Master Plan was adopted and the building heights recommended in the Land Use Guidelines are different than those specified in the Master Plan. Hence, this application is subject to the building height criteria in (e.g., LUGs) the Development Code and not the Master Plan.

### **Staff Comments**

Staff has been working with the Town attorney on how to classify this application. As an operable and drivable vehicle "food truck", this does not qualify as a large vendor cart or small vendor cart as defined in the Development Code. However, this does classify as development. Per the Development Code:

#### ***DEVELOPMENT:***

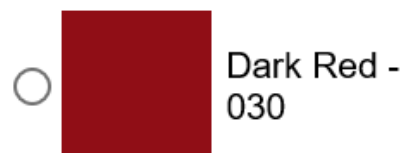
*Any change in the actual use of land or improvements thereon, including, but not limited to, the construction of any improvements which require a building permit, a change in the use or intensity of use on the land or in improvements thereon, enlargement, reconstruction or renovation of improvements; or demolition of improvements...*

As a development, this proposal is subject to the Policies in Title 9, Chapter 1 of the Town Code (the Development Code) and review by the Planning Commission.

Also, due to the sensitive nature of the request, the Community Development Director classified this application as a Class B minor (which is also the same classification as a large vendor cart). This allows a more thorough review of the application, point analysis and public notice of all property owners within 300-feet of the property.

**9-1-19-5A: Policy 5 (Absolute) Architectural Compatibility:** The exterior colors of the Crepe Trolley are subject to this policy. The applicants sought a 'classic' trolley look and colors that would complement those on the abutting buildings at Main Street Station (attached). The number of colors will not exceed three, they meet chroma levels and the hues are earth-toned.

The main color of the Trolley will be Dark Red (030).





The trim around the windows will be wood grain simulation, similar to Golden Brown (820) or Sierra Beige (811).



The roof color will be Brown (080),

Final materials/samples and colors will be reviewed with the building permit application to ensure compatibility with the existing colors at Main Street Station. Staff has no concerns.

**9-1-19-5R: Policy 5 (Relative) Architectural Compatibility:** The relative portion of this policy addresses building materials, site impacts, and the natural setting for buildings:

*General Architectural And Aesthetic Compatibility: All proposed new developments, alterations, or additions are strongly encouraged to be architecturally compatible with the general design criteria specified in the land use guidelines. It is strongly encouraged that cut and fill slopes be kept to a minimum, and that the site, when viewed from adjacent properties, be integrated into its natural surroundings as much as possible. In addition, excessive similarity or dissimilarity to other structures existing, or for which a permit has been issued, or to any other structure included in the same permit application, facing upon the same or intersecting streets within the same or adjacent land use districts is discouraged. This subsection A only applies to areas outside of the historic district.*

Unlike a large or small Vendor Cart, the Crepe Trolley will be an operable licensed vehicle. Hence, the exterior must be made of metal to meet State motor vehicle standards. The site impacts are negligible as the vehicle is only parked in the plaza during business hours and then moved to an on-site garage overnight. The proposed location for parking the Trolley is not visible from any public right of way (see site plan).

**9-1-19-6A & 6R: Policy 6 (Absolute and Relative) Building Height:** The overall height of the Crepe Trolley is about 10-feet. This is less than one-story and abides with the recommended building height described in the Land Use Guidelines and Development Code.

**9-1-19-7R: Policy 7 (Relative) Site And Environmental Design:** Per this policy:

*The town hereby finds that it is in the public interest for all sites within the community to be designed, arranged, and developed in a safe and efficient manner. The arrangement of all functions, uses, and improvements should reflect the natural capabilities and limitations of the property. This policy is also intended to discourage levels of development intensity that result in generally compromised site functions, buffering and aesthetics. Taking into consideration the basic character of the site and the nature of the proposed uses, the development should be visually harmonious as perceived from both the interior and exterior of the project. Platted lots with building envelopes, site disturbance envelopes, or designated building locations are still subject to the following rules and recommendations unless noted otherwise.*

*The overall design objectives shall be:*

- *To blend development into the natural terrain and character of the site.*
- *To minimize the negative impacts of off site views of grading and building massing.*

- *To minimize site surface disruption; reduce the potential for erosion and other environmental degradation.*
- *To generally develop in a visually cohesive manner while providing privacy for the occupants of the site and buffering to the neighboring properties as well.*

There is no natural terrain, only paved plaza, where the Trolley is proposed to be placed. So, site impacts do not exist. It cannot be seen from the Park Avenue or Main Street right of ways. The Main Street Station Master Association has provided approval for the development (attached). So, *privacy for the occupants of the site and buffering to the neighboring properties* has been addressed and confirmed with Main Street Station occupants. Staff has no concerns.

**9-1-19-13A & 13R: Policy 13 (Absolute and Relative) Snow Removal and Storage:** The placement of the Trolley will displace an equal amount of hard surface beneath it. There is no additional snow storage required for the Trolley. The trolley is being placed in an area that does not interfere with the current snow stacking for the plaza. Staff has no concerns.

**9-1-19-14A and 14R: Policy 14 (Absolute and Relative) Storage:** The functions for the use of the Crepe Trolley are all self-contained. There will be no storage of materials outside the Trolley. The Trolley itself will be stored before and after business hours in the existing loading/storage dock along the west side of Building A (see site plan). Loading of any necessary goods will occur inside the loading dock at Building A.

**9-1-19-15A and 15R: Policy 15 (Absolute and Relative) Refuse:** The Crepe Trolley anticipates utilizing the existing trash receptacles and adding more if needed in the plaza and use the existing dumpsters in the loading dock at Main Street Station. The applicants have worked with the Association to ensure proper and timely disposal of the refuse so as not to negatively impact the existing trash receptacle usage. The applicants have made arrangements with Tiger Run RV Resort to dispose of all grey water. This will occur about every two days.

**9-1-19-17A: Policy 17 (Absolute) External Circulation:** During business hours, the Crepe Trolley will be placed just north of the existing gas fire-pit in the plaza at Main Street Station. This area of the plaza is wide (20-feet by 40-feet) leaving ample space for pedestrian circulation around the vehicle.

**9-1-19-18A and 18R: Policy 18 (Absolute and Relative) Parking:** Based on the 193 square foot Crepe Trolley, one additional parking space at Main Street Station is required. Staff has confirmed (with an on-site visit) that this extra space is available in the existing underground parking area beneath the buildings and plaza. Overall, there are 294 spaces required on site and 343 are provided.

**9-1-19-19A: Policy 19 (Absolute) Loading:** The applicants have assured the Town that the overnight placement of the Trolley within the loading dock area at Building A will not interfere with the loading and storage needs of the other existing commercial uses at Main Street Station during business hours.

**9-1-19-22A and 22R: Policy 22 (Absolute and Relative) Landscaping:** The placement of the Trolley is on existing hardscape. The original development of Main Street Station included landscaped areas and landscaped planters. The placement of the Trolley does not impact any of the existing landscaping.

**9-1-19-27A & 27R: Policy 27 (Absolute and Relative) Drainage:** The Trolley will be located on the existing plaza that has already met the criteria of this policy. Staff does not foresee any negative impacts to the existing drainage improvements already in place.

**9-1-19-28A: Policy 28 (Absolute) Utilities:** All needed utilities, with the exception of electrical power, are contained within the Trolley. These include stove fuel, water, and waste. The electrical supply will be from the south end of Building A via conduit placed from an existing junction box, over the walkway ceiling, down a column to a junction/outlet. A short electrical cord will run from this location to the Trolley incased in a heavy duty cord cover across the plaza from the column to the vehicle. The cord and cover will be removed when the Trolley is moved. This has been discussed with the Building Department with no concerns.

**9-1-19-2A and 9-1-19-2R: Policy 2 (Absolute and Relative) Land Use Guidelines:** The proposed commercial use conforms to the recommended uses suggested in Land Use District 19. Staff has no concerns. (For the Crepe Trolley to leave the premises for any other in-town use, a separate permit will be needed from the Town.)

**9-1-19-3R: Policy 3 (Relative) Compliance with Density/Intensity Guidelines and 9-1-19-4R: Policy 4 (Relative) Mass:** For commercial uses, density areas equal mass areas. The overall development at Main Street Station has been built out with the exception of 2.2 SFEs, or 2,200 square feet, of commercial density and mass. The drawings show the area of the Trolley as 193 square feet or 0.193 SFEs. This will leave 2,007 square feet, or 2.007 SFEs of remaining density and mass for the property. Staff has no concerns.

**9-1-19-9A and 9R: Policy 9 (Absolute and Relative) Placement Of Structures:** Staff believes this policy is not applicable.

**9-1-19-12A: Policy 12 (Absolute) Signs:** Under a separate permit.

**9-1-19-42A: Policy 42 (Absolute) Exterior Loudspeakers:** The Trolley will have no exterior speakers.

**9-1-19-46A: Policy 46 (Absolute) Exterior Lighting:** The Trolley will have no exterior lighting. The plaza has existing approved light standards.

**9-1-17-3: Point Analysis:** Staff has found that the proposal meets all absolute policies and has not been awarded any positive or negative points under the applicable relative policies. Staff is suggesting a passing score of zero (0) points.

### **Staff Recommendation**

This application was advertised as a Combined Preliminary and Final hearing. Staff felt the issues involved in this project are such that no useful purpose would be served by requiring two separate hearings.

When reviewing this application, staff identified policies in the Development Code that could be applied to this unusual application. We also welcome any additional comments and questions related to any applicable policies from the Planning Commission.

Staff recommends approval of the Main Street Station Crepe Trolley, PL-2017-0009, with the attached Point Analysis showing a passing score of zero (0) points and the attached Findings and Conditions.

MSS Breck, LLC  
1529 Barton Springs Rd. #18  
Austin, TX 78704

January 10, 2017  
Mr. Michael Mosher  
Town of Breckenridge, Planning Dept.  
PO Box 168  
150 Ski Hill Road  
Breckenridge, CO 80424

Dear Mike,

Since our purchase of the commercial area of Main Street Station, April 2015, we have been busy implementing a turn-around strategy for this once vibrant retail/restaurant area. In addition to hiring an events company to bring activity to the south end of town; we believe a food truck in the MSS plaza area will be a key component necessary to animate/enhance the fire pit area for our lodging and retail guests, and be a part of the turn-a-round strategy.

The Food Truck is a purpose built vehicle made to look like a trolley car serving crepes. This feature will complement the architecture of Main Street Station and enhance the guest experience. The truck will contain all new equipment, including top-of-the-line safety equipment. The truck will meet new safety requirements adopted by Denver Fire Department January 1, 2017.

Terry Barbu will bring the application along with the fee by your office today. Please let us know if you need any additional information.

Best regards,

Brent Martin, MSS Breck, LLC  
Jack Wolfe, MSS Breck, LLC  
Terry Barbu, Operator

<b>Final Hearing Impact Analysis</b>				
Project:	Main Street Station Crepe Trolley	<b>Positive Points</b>	<b>0</b>	
PC#	PL-2017-0009			
Date:	1/28/2017	<b>Negative Points</b>	<b>0</b>	
Staff:	Michael Mosher, Planner III			
		<b>Total Allocation:</b>	<b>0</b>	
Items left blank are either not applicable or have no comment				
<b>Sect.</b>	<b>Policy</b>	<b>Range</b>	<b>Points</b>	<b>Comments</b>
<b>1/A</b>	<b>Codes, Correlative Documents &amp; Plat Notes</b>	Complies		
2/A	<b>Land Use Guidelines</b>	Complies		The proposed commercial use conforms to the recommended uses suggested in Land Use District 19.
2/R	Land Use Guidelines - Uses	4x(-3/+2)		
2/R	Land Use Guidelines - Relationship To Other Districts	2x(-2/0)		
2/R	Land Use Guidelines - Nuisances	3x(-2/0)		
<b>3/A</b>	<b>Density/Intensity</b>	Complies		
3/R	Density/ Intensity Guidelines	5x (-2>-20)		The overall development at Main Street Station has been built out with the exception of 2.2 SFEs, or 2,200 square feet, of commercial density and mass. The drawings show the area of the Trolley as 193 square feet or 0.193 SFEs. This will leave 2,007 square feet, or 2.007 SFEs of remaining density and mass for the property.
4/R	Mass	5x (-2>-20)		See above.
<b>5/A</b>	<b>Architectural Compatibility</b>	Complies		
5/R	Architectural Compatibility - Aesthetics	3x(-2/+2)		The applicants sought a 'classic' trolley look and colors that would complement those on the abutting buildings at Main Street Station (attached). The number of colors will not exceed three, they meet chroma levels and the hues are earth-toned. Final materials/samples and colors will be reviewed with the building permit application to ensure compatibility with the existing colors at Main Street Station.
<b>6/A</b>	<b>Building Height</b>	Complies		
6/R	Relative Building Height - General Provisions	1X(-2,+2)		
	For all structures except Single Family and Duplex Units outside the Historic District			
6/R	Building Height Inside H.D. - 23 feet	(-1>-3)		
6/R	Building Height Inside H.D. - 25 feet	(-1>-5)		
6/R	Building Height Outside H.D. / Stories	(-5>-20)		
6/R	Density in roof structure	1x(+1/-1)		
6/R	Broken, interesting roof forms that step down at the edges	1x(+1/-1)		
	For all Single Family and Duplex/Multi-family Units outside the Conservation District			
6/R	Density in roof structure	1x(+1/-1)		
6/R	Broken, interesting roof forms that step down at the edges	1x(+1/-1)		
6/R	Minimum pitch of eight in twelve (8:12)	1x(0/+1)		
7/R	Site and Environmental Design - General Provisions	2X(-2/+2)		
7/R	Site and Environmental Design / Site Design and Grading	2X(-2/+2)		
7/R	Site and Environmental Design / Site Buffering	4X(-2/+2)		
7/R	Site and Environmental Design / Retaining Walls	2X(-2/+2)		
7/R	Site and Environmental Design / Driveways and Site Circulation Systems	4X(-2/+2)		
7/R	Site and Environmental Design / Site Privacy	2X(-1/+1)		
7/R	Site and Environmental Design / Wetlands	2X(0/+2)		
7/R	Site and Environmental Design / Significant Natural Features	2X(-2/+2)		
<b>8/A</b>	<b>Ridgeline and Hillside Development</b>	Complies		
<b>9/A</b>	<b>Placement of Structures</b>	Complies		
9/R	Placement of Structures - Public Safety	2x(-2/+2)		
9/R	Placement of Structures - Adverse Effects	3x(-2/0)		
9/R	Placement of Structures - Public Snow Storage	4x(-2/0)		
9/R	Placement of Structures - Setbacks	3x(0/-3)		
<b>12/A</b>	<b>Signs</b>	Complies		
<b>13/A</b>	<b>Snow Removal/Storage</b>	Complies		

13/R	Snow Removal/Storage - Snow Storage Area	4x(-2/+2)		The placement of the Trolley will displace an equal amount of hard surface beneath it. There is no additional snow storage required for the Trolley. The trolley is being placed in an area that does not interfere with the current snow stacking for the plaza.
<b>14/A</b>	<b>Storage</b>	Complies		
14/R	Storage	2x(-2/0)		The functions for the use of the Crepe Trolley are all self-contained. There will be no storage of materials outside the Trolley. The Trolley itself will be stored before and after business hours in the existing loading/storage dock along the west side of Building A (see site plan). Loading of any necessary goods will occur inside the loading dock at Building A.
<b>15/A</b>	<b>Refuse</b>	Complies		The applicants have made arrangements with Tiger Run RV Resort to dispose of all grey water. This will occur about every two days.
15/R	Refuse - Dumpster enclosure incorporated in principal structure	1x(+1)		
15/R	Refuse - Rehabilitated historic shed as trash enclosure	1x(+2)		
15/R	Refuse - Dumpster sharing with neighboring property (on site)	1x(+2)		
<b>16/A</b>	<b>Internal Circulation</b>	Complies		
16/R	Internal Circulation / Accessibility	3x(-2/+2)		
16/R	Internal Circulation - Drive Through Operations	3x(-2/0)		
<b>17/A</b>	<b>External Circulation</b>	Complies		
<b>18/A</b>	<b>Parking</b>	Complies		Based on the 193 square foot Crepe Trolley, one additional parking space at Main Street Station is required. Staff has confirmed (with an on-site visit) that this extra space is available in the existing underground parking area beneath the buildings and plaza. Overall, there are 294 spaces required on site and 343 are provided.
18/R	Parking - General Requirements	1x(-2/+2)		
18/R	Parking-Public View/Usage	2x(-2/+2)		
18/R	Parking - Joint Parking Facilities	1x(+1)		
18/R	Parking - Common Driveways	1x(+1)		
18/R	Parking - Downtown Service Area	2x(-2/+2)		
<b>19/A</b>	<b>Loading</b>	Complies		
20/R	Recreation Facilities	3x(-2/+2)		
21/R	Open Space - Private Open Space	3x(-2/+2)		
21/R	Open Space - Public Open Space	3x(0/+2)		
<b>22/A</b>	<b>Landscaping</b>	Complies		
22/R	Landscaping	2x(-1/+3)		
<b>24/A</b>	<b>Social Community</b>	Complies		
24/A	Social Community / Above Ground Density 12 UPA	(-3>-18)		
24/A	Social Community / Above Ground Density 10 UPA	(-3>-6)		
24/R	Social Community - Employee Housing	1x(-10/+10)		
24/R	Social Community - Community Need	3x(0/+2)		
24/R	Social Community - Social Services	4x(-2/+2)		
24/R	Social Community - Meeting and Conference Rooms	3x(0/+2)		
5/R	Social Community - Conservation District	3x(-5/0)		
24/R	Social Community - Historic Preservation	3x(0/+5)		
24/R	Social Community - Primary Structures - Historic Preservation/Restoration - Benefit	+1/3/6/9/12		
24/R	Social Community - Secondary Structures - Historic Preservation/Restoration - Benefit	+1/2/3		
24/R	Social Community - Moving Primary Structures	-3/10/15		
24/R	Social Community - Moving Secondary Structures	-3/10/15		
24/R	Social Community - Changing Orientation Primary Structures	-10		
24/R	Social Community - Changing Orientation Secondary Structures	-2		

24/R	Social Community - Returning Structures To Their Historic Location	+2 or +5		
25/R	Transit	4x(-2/+2)		
<b>26/A</b>	<b>Infrastructure</b>	Complies		
26/R	Infrastructure - Capital Improvements	4x(-2/+2)		
<b>27/A</b>	<b>Drainage</b>	Complies		
27/R	Drainage - Municipal Drainage System	3x(0/+2)		
<b>28/A</b>	<b>Utilities - Power lines</b>	Complies		All needed utilities, with the exception of electrical power, are contained within the Trolley. These include stove fuel, water, and waste. The electrical supply will be from the south end of Building A via conduit placed from an existing junction box, over the walkway ceiling, down a column to a junction/outlet. A short electrical cord will run from this location to the Trolley incased in a heavy duty cord cover across the plaza from the column to the vehicle. The cord and cover will be removed when the Trolley is moved. This has been discussed with the Building Department with no concerns.
<b>29/A</b>	<b>Construction Activities</b>	Complies		
<b>30/A</b>	<b>Air Quality</b>	Complies		
30/R	Air Quality - wood-burning appliance in restaurant/bar	-2		
30/R	Beyond the provisions of Policy 30/A	2x(0/+2)		
<b>31/A</b>	<b>Water Quality</b>	Complies		
31/R	Water Quality - Water Criteria	3x(0/+2)		
<b>32/A</b>	<b>Water Conservation</b>	Complies		
33/R	Energy Conservation - Renewable Energy Sources	3x(0/+2)		
33/R	Energy Conservation - Energy Conservation	3x(-2/+2)		
	HERS index for Residential Buildings			
33/R	Obtaining a HERS index	+1		
33/R	HERS rating = 61-80	+2		
33/R	HERS rating = 41-60	+3		
33/R	HERS rating = 19-40	+4		
33/R	HERS rating = 1-20	+5		
33/R	HERS rating = 0	+6		
	Commercial Buildings - % energy saved beyond the IECC minimum standards			
33/R	Savings of 10%-19%	+1		
33/R	Savings of 20%-29%	+3		
33/R	Savings of 30%-39%	+4		
33/R	Savings of 40%-49%	+5		
33/R	Savings of 50%-59%	+6		
33/R	Savings of 60%-69%	+7		
33/R	Savings of 70%-79%	+8		
33/R	Savings of 80% +	+9		
33/R	Heated driveway, sidewalk, plaza, etc.	1X(-3/0)		
33/R	Outdoor commercial or common space residential gas fireplace (per fireplace)	1X(-1/0)		
33/R	Large Outdoor Water Feature	1X(-1/0)		
	Other Design Feature	1X(-2/+2)		
<b>34/A</b>	<b>Hazardous Conditions</b>	Complies		
34/R	Hazardous Conditions - Floodway Improvements	3x(0/+2)		
<b>35/A</b>	<b>Subdivision</b>	Complies		
<b>36/A</b>	<b>Temporary Structures</b>	Complies		
<b>37/A</b>	<b>Special Areas</b>	Complies		
37/R	Special Areas - Community Entrance	4x(-2/0)		
37/R	Special Areas - Individual Sites	3x(-2/+2)		
37/R	Special Areas - Blue River	2x(0/+2)		
37R	Special Areas - Cucumber Gulch/Setbacks	2x(0/+2)		
37R	Special Areas - Cucumber Gulch/Impervious Surfaces	1x(0/-2)		
<b>38/A</b>	<b>Home Occupation</b>	Complies		
<b>38.5/A</b>	<b>Home Childcare Businesses</b>	Complies		
<b>39/A</b>	<b>Master Plan</b>	Complies		
<b>40/A</b>	<b>Chalet House</b>	Complies		
<b>41/A</b>	<b>Satellite Earth Station Antennas</b>	Complies		
<b>42/A</b>	<b>Exterior Loudspeakers</b>	Complies		
<b>43/A</b>	<b>Public Art</b>	Complies		
43/R	Public Art	1x(0/+1)		

44/A	Radio Broadcasts	Complies		
45/A	Special Commercial Events	Complies		
46/A	Exterior Lighting	Complies		
47/A	Fences, Gates And Gateway Entrance Monuments	Complies		
48/A	Voluntary Defensible Space	Complies		
49/A	Vendor Carts	Complies		
50/A	Wireless Communications Facilities	Complies		



## TOWN OF BRECKENRIDGE

**Main Street Station Crepe Trolley  
Village at Breckenridge, Lots 8, 9A2, 9B, 10A and 10B  
505 South Main Street  
PL-2017-0009**

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**STAFF RECOMMENDATION:** Staff recommends the Planning Commission approve this application with the following findings and conditions.

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### FINDINGS

1. The proposed project is in accord with the Development Code and does not propose any prohibited use.
2. The project will not have a significant adverse environmental impact or demonstrative negative aesthetic effect.
3. All feasible measures mitigating adverse environmental impacts have been included, and there are no economically feasible alternatives which would have less adverse environmental impact.
4. This approval is based on the staff report dated **January 28, 2017** and findings made by the Planning Commission with respect to the project. Your project was approved based on the proposed design of the project and your acceptance of these terms and conditions imposed.
5. The terms of approval include any representations made by you or your representatives in any writing or plans submitted to the Town of Breckenridge, and at the hearing on the project held on **February 7, 2017** as to the nature of the project. In addition to Commission minutes, the audio of the meetings of the Commission are recorded.
6. The issues involved in the proposed project are such that no useful purpose would be served by requiring two separate hearings.

### CONDITIONS

1. This permit does not become effective, and the project may not be commenced, unless and until the applicant accepts the preceding findings and following conditions in writing and transmits the acceptance to the Town of Breckenridge.
2. If the terms and conditions of the approval are violated, the Town, in addition to criminal and civil judicial proceedings, may, if appropriate, issue a stop order requiring the cessation of work, revoke this permit, require removal of any improvements made in reliance upon this permit with costs to constitute a lien on the property and/or restoration of the property.
3. This permit expires three years from date of issuance, on **February 7, 2020**, unless a building permit has been issued and substantial construction pursuant thereto has taken place. In addition, if this permit is not signed and returned to the Town within 30 days from the permit mailing date, the duration of the permit shall be three years, but without the benefit of any vested property right.
4. The terms and conditions of this permit are in compliance with the statements of the staff and applicant made on the evidentiary forms and policy analysis forms.
5. Nothing in this permit shall constitute an agreement by the Town of Breckenridge to issue a certificate of occupancy for the project covered by this permit. The determination of whether a certificate of occupancy

should be issued for such project shall be made by the Town in accordance with the applicable provisions of the Town Code, including, but not limited to the building code.

6. All hazardous materials used in construction of the improvements authorized by this permit shall be disposed of properly off site.

#### PRIOR TO ISSUANCE OF BUILDING PERMIT

7. Applicant shall submit proof of ownership of the project site.
8. Applicant shall submit and obtain approval from the Town Engineer of final drainage, grading, utility, and erosion control plans.
9. Applicant shall submit and obtain approval from the Town of a construction staging plan indicating the location of all construction material storage, fill and excavation material storage areas, portolet and dumpster locations, and employee vehicle parking areas. No staging is permitted within public right of way without Town permission. Any dirt tracked upon the public road shall be the applicant's responsibility to remove. Contractor parking within the public right of way is not permitted without the express permission of the Town, and cars must be moved for snow removal. A project contact person is to be selected and the name provided to the Public Works Department prior to issuance of the building permit.
10. Applicant shall submit a 24"x36" mylar copy of the final site plan, as approved by the Planning Commission at Final Hearing, and reflecting any changes required. The name of the architect, and signature block signed by the property owner of record or agent with power of attorney shall appear on the mylar.

#### PRIOR TO ISSUANCE OF CERTIFICATE OF OCCUPANCY

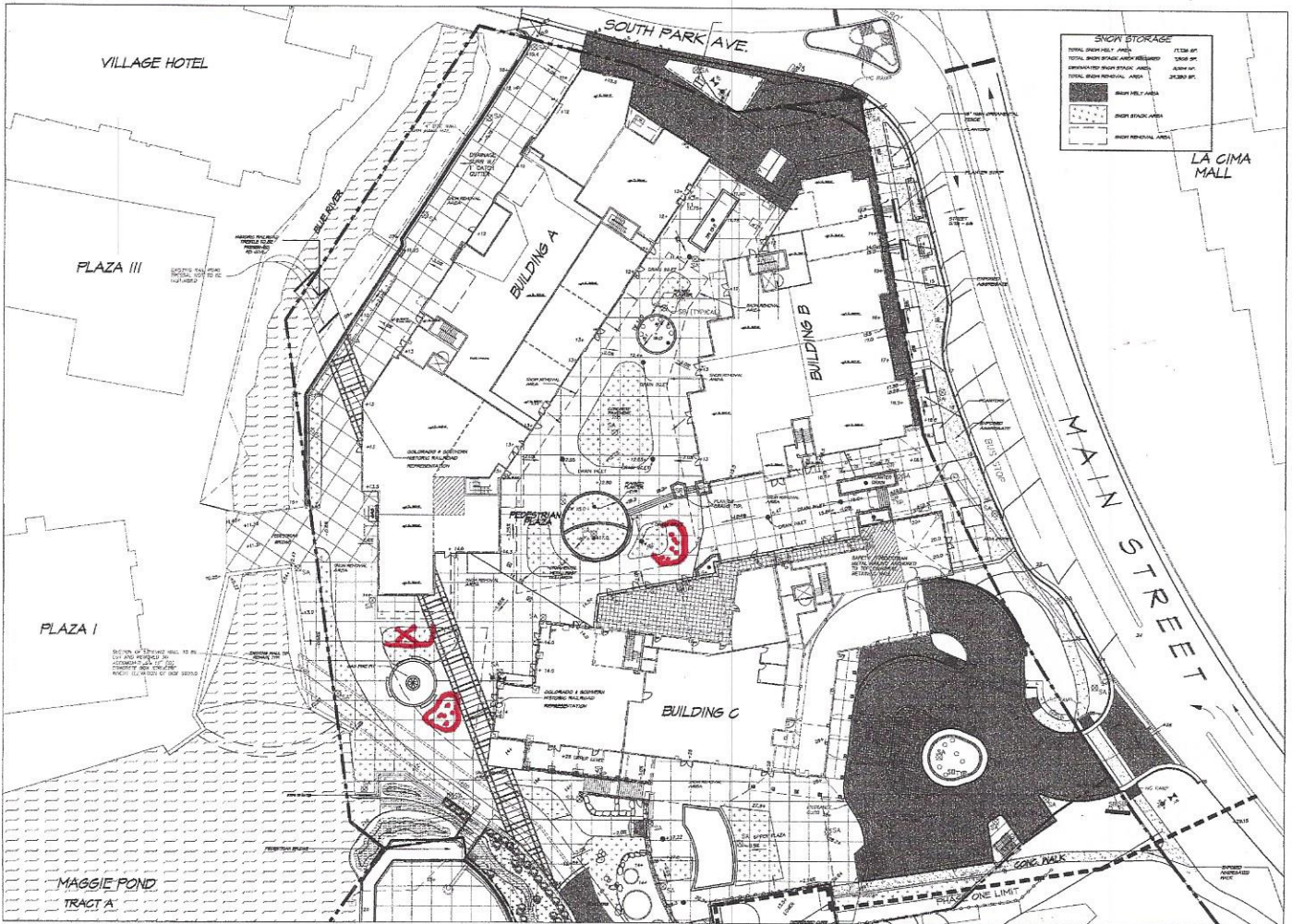
11. Applicant shall paint all flashing, vents, flues, rooftop mechanical equipment and utility boxes on the building a flat, dark color or to match the building color.
12. The development project approved by this Permit must be constructed in accordance with the plans and specifications, which were approved by the Town in connection with the Development Permit application. Any material deviation from the approved plans and specifications without Town approval as a modification may result in the Town not issuing a Certificate of Occupancy or Compliance for the project, and/or other appropriate legal action under the Town's development regulations.
13. No Certificate of Occupancy or Certificate of Compliance will be issued by the Town until: (i) all work done pursuant to this permit is determined by the Town to be in compliance with the approved plans and specifications for the project, and all applicable Town codes, ordinances and standards, and (ii) all conditions of approval set forth in the Development Permit for this project have been properly satisfied. If either of these requirements cannot be met due to prevailing weather conditions, the Town may issue a Certificate of Occupancy or Certificate of Compliance if the permittee enters into a Cash Deposit Agreement providing that the permittee will deposit with the Town a cash bond, or other acceptable surety, equal to at least 125% of the estimated cost of completing any required work or any applicable condition of approval, and establishing the deadline for the completion of such work or the satisfaction of the condition of approval. The form of the Cash Deposit Agreement shall be subject to approval of the Town Attorney. "Prevailing weather conditions" generally means that work can not be done due to excessive snow and/or frozen ground. **As a general rule, a cash bond or other acceptable surety will only be accepted by the Town between November 1 and May 31 of the following year. The final decision to accept a bond as a guarantee will be made by the Town of Breckenridge.**
14. Applicant shall submit the written statement concerning contractors, subcontractors and material suppliers required in accordance with Ordinance No. 1, Series 2004.



**Main Street Station Crepe Trolley - Vicinity Map**

X = USAGE OF SNOW STACK AREA

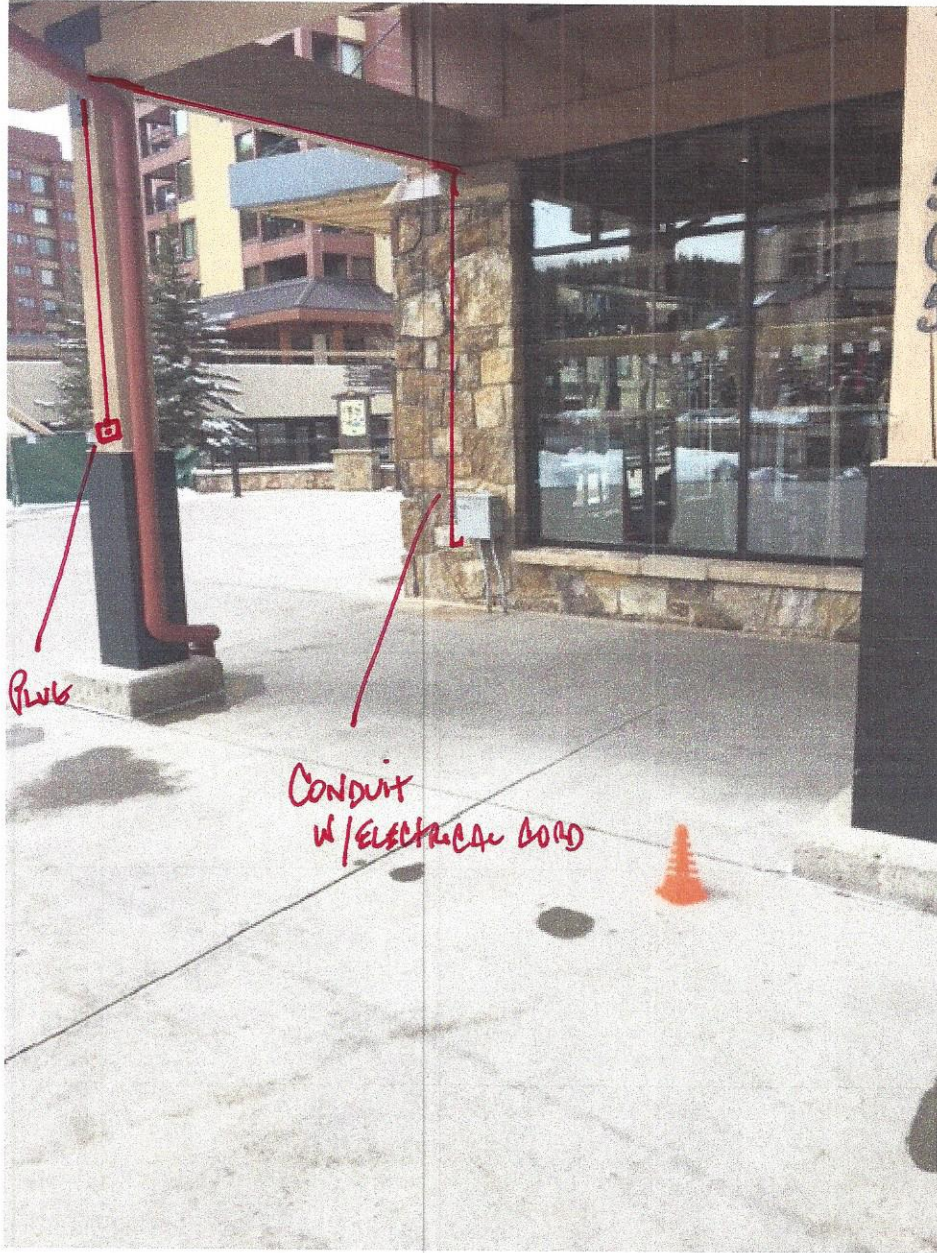
Ⓝ = EXPANDED SNOW STACK AREA



**Main Street Station**  
Breckenridge, Colorado

PLG. NO. 1853  
DESIGNER: [initials]  
DRAWN: [initials]  
CHECKED: [initials]  
DATE: 4/23/99  
REVISIONS:  
PRELIMINARY  
REV. PERMIT: 8/20/99  
FINAL PERMIT: 12/27/99  
DATE: 12/27/99  
BY: [initials]

FINAL DEVELOPER PERMIT  
SITE PLAN  
SCALE: 1"=20'  
SHEET NUMBER: [initials]





**OZ** ARCHITECTURE  
4505 PULMONO STREET  
BRECKENRIDGE, CO 80424  
970.439.0200

# Main Street Station

Breckenridge, Colorado

Exterior Finishes: Retail A and B



**OZ** ARCHITECTURE  
BRECKENRIDGE, COLORADO  
1000 14TH STREET  
BRECKENRIDGE, CO 80424  
PH: 970.469.1111  
WWW.OZARCHITECTURE.COM

**Main Street Station**  
Breckenridge, Colorado  
Exterior Finishes: Retail A and C



**OZ**  
ARCHITECTURE  
1000 10TH AVENUE  
BRECKENRIDGE, CO 80424  
303.467.9000

**Main Street Station**  
Breckenridge, Colorado  
Exterior Finishes: Bldg. A







 **Main Street Station**  
Breckenridge, Colorado  
ARCHITECTURE  
4000 HOLLAND STREET  
BRECKENRIDGE, CO 80424  
800.480.4400

**Exterior Finishes: Bldg. C**